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The China Mail

EIGHTY-EIGHTH YEAR OF PUBLICATION

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ONE KILLED, FOUR MISSING IN FIRE AND BLAST ON STEAMER

CRICKET.

"DULEEP" AGAIN

SCORES BRILLIANT CENTURY.

Big Partnership With Pantaudi.

JARDINE 64.

Gentlemen Stage Splendid Recovery.

London, Yesterday. K. S. Duleepsinhji and the Nawab of Pataudi played brilliant cricket to-day at Lord's in a most prolific partnership for the Gentlemen against the Players. Owing to their very fine efforts, coupled with the steady batting of D. R. Jardine, the Gentlemen at the close of play held a lead of 129 runs with two wickets in hand.

Faced with a total of 301, and losing their first wicket at 17 the Gentlemen were not in a very satisfactory position at the end of the first day. A magnificent fighting partnership between the Sussex skipper and the holder of the Varsity record for the highest individual score, changed the complexion of the game, and Jardine helped to consolidate the position.

"Duleep's" Fine Record.

Duleepsinhji has always had a partiality for the Players' bowling at Lord's. In 1930 he scored 125 and 103, not out in the drawn game at headquarters, thus equalling the record of R. E. Foster (1900) and J. H. King (1904). His innings for 132 to-day was his third century in this series of matches, and his fifth of the season. Last year he scored 11 and 37 at Lord's, giving him 408 runs for four completed innings.

Nawab's Distinction.

The Nawab of Pataudi, who is playing for Worcestershire this season, and who declined playing for the All-India tourists in view of the tour of Australia this winter, registered his first century during the series of matches dating back to 1821. Curiously enough no Players' representative has exceeded his score of 165 at Lord's though C. B. Fry (232) not out, W. G. Grace (169) and A. C. MacLaren (168 not out) lead the way. This was the Nawab's second century of this season.

Jardine, England's captain for the tour in Australia, followed up his undefeated century against the Players at the Oval with 64.

Full scores as cabled by Reuter were as follow:—
Players: 301 (Hammond 110, G. O. Allen 6 for 71).
Gentlemen: 480 for 8 (K. S. Duleepsinhji 132, Nawab of Pataudi 165, D. R. Jardine 64).

FAIR TO SHOWERY.

The Royal Observatory's weather report for to-day states:—
Pressure is highest to the north-east of Japan.
Depressions are situated to the north-west of Shanghai and to the south of Hainan.
Forecast: South-east winds; moderate to showery.

ITALY, BELGIUM JOIN NEW "ENTENTE"

PACT HAS NO BEARING ON AMERICAN DEBT

WASHINGTON IS WARY

PRESIDENT HOOVER DECLARES U.S. NOT BOUND AT LAUSANNE.

Both Italian and Belgian Governments have notified Britain of their adhesion to the declaration of agreement which British and French spokesmen announced yesterday, and which M. Herriot, French Premier, describes as a new "Entente Cordiale." At the same time, Premier Ramsay MacDonald has definitely denied that the Anglo-French understanding, to which the Italian and Belgian Governments are now party, has any bearing whatever upon Europe's debts to America.

In spite of this denial, there appears to be some suspicion and distrust abroad in America still.

Washington, To-day.

President Herbert Hoover in a letter to Senator William Borah to-day says that he is assured the recent European agreement was not for the purpose of combined action by America's debtors. But, he adds, if this is intended, he "does not propose that the American people shall be pressed into any line of action." The United States was not consulted with regard to the Lausanne Agreement and is in no way committed thereto, the President added. — Reuter's American Service.

Join With Britain.

London, To-day. The Italian and Belgian Governments have to-day notified the British Foreign Office of their adhesion to yesterday's joint declaration of British and French Governments as to the method of co-operation in regard to treatment of European problems. The British Government's satisfaction at this speedy extension of the principle enunciated in the declaration, was expressed to-night by the Parliamentary Under-Secretary for Foreign Affairs. (Continued on Page 6.)

SPEED-BOAT RACING.

KAYE DON'S ATTACK ON RECORD.

On Loch Lomond To-day.

TOUCHES 108.52 M.P.H. IN TRIAL RUN.

Complete Confidence.

London, Yesterday.

Kaye Don, the British speed ace, is to attack Commodore Gar Wood's speed-boat record of 111.712 m.p.h. on Loch Lomond to-morrow. He is most optimistic regarding his chances of regaining for Britain the triple speed crown.

After successful trial runs in Miss England III, on Loch Lomond to-day Kaye Don intends making another attempt to regain his water speed record. In a trial run to-day he touched 108.52 m.p.h., and voiced complete satisfaction at the way Miss England III was standing the strain. — British Wireless Service.

When Lord Wakefield's speed boat made her trial runs on Lake Garda she proved a big disappointment. The Schneider Trophy engines were used and behaved admirably, but the trouble appeared to be in getting the right size of propeller coupler with the best gear ratios. Now, however, she possesses the right-sized propeller and new engines.

The possibilities of Loch Lomond as a high speed record course have been hitherto unsuspected by the majority of world speed record aspirants, and the news of the tomorrow's attempt on the record opens up a vista of future attempts of this nature.

The dollar, on demand, closed to-day at 1/8 1/4 d.

200 MANCHUKUO CAVALRY ATTACK JAPANESE.

Over 50 Killed After Drive on Garrison Was Repulsed.

Harbin, To-day. The Japanese Press states that two hundred Manchukuo cavalry in the vicinity of Yushu mutinied and attacked the Japanese garrison at Yushu. They were dispersed after fifty or sixty were killed or taken prisoner. The Japanese losses were 5 killed and 10 wounded. As a sequel, all Manchukuo garrisons in the vicinity have been disbanded by the Japanese. — Reuter.

SOVIET TROOPS NEAR MANCHUILL

New Trouble Feared On Frontiers.

MA SUFFERS ANOTHER REVERSE.

Harbin, To-day. According to information from railway sources, Soviet troops are manoeuvring within sight of Manchull, which is comparatively unimportant. The last occasion when they operated near there was during the Sino-Russian conflict over the Chinese Eastern Railway in 1929.

General Honjo, who for a fortnight has been studying the Japanese vanguard positions, left for Mukden on July 13.

Japanese reports state that General Ma Chan-shan, encamped a thousand of his bodyguards in the vicinity of Mulan, on the Sungaria River, narrowly escaped with two hundred men when the Japanese troops launched a surprise attack. The Japanese troops seized General Ma's radio station, with which he has been communicating with points outside Manchuria. — Reuter.

Officials Return to Moscow

Several important Soviet officials, including M. Kouznetzoff, the Vice-President of the Chinese Eastern Railway, and his family, have left for Moscow. — Reuter.

(Continued on Page 6.)

ANGLO-IRISH PARLEY MAY END DISPUTE

MR. DE VALERA HURRIES TO LONDON MEETING

INVITED BY PREMIER

London, To-day.

Hope has arisen in the dispute between Britain and the Irish Free State following Mr. De Valera's acceptance of the invitation from Mr. Ramsay MacDonald to meet the British Prime Minister in London.

The tense situation took this sudden dramatic turn early this morning when it was announced that Mr. De Valera was leaving Dublin early to-day for London.

The invitation came as a sequel to a meeting at No. 10, Downing Street last night, when the Prime Minister, Lord Sankey, and Sir Thomas Inskip were closeted for hours with the Irish Labour

SENSATION IN FLEET ST.

Illicit Journalism Punished.

LONDON REPORTER GAOLED.

BRIBED CIVIL SERVANT.

"Scoops" Of Early Details Of Wills.

(Reuter's Special Service.)

London, To-day. Illicit newspaper activities experienced a check to-day when Mr. Frederick S. Budgen, a Fleet Street reporter, was sentenced at Bow Street Police Court to two months' imprisonment, Second Division, for obtaining information unlawfully.

Mr. Budgen obtained particulars of wills of prominent people from a civil servant shortly before they were made available to the general public. These were published in his paper.

Sir Percival Clarke, prosecuting, said it could not be denied that some inducement had been provided by Mr. Budgen. The Chief Magistrate dwelt upon the enormity of the offence, but gave a reduced sentence owing to Mr. Budgen's excellent military and journalistic record.

Notice of appeal was given and Mr. Budgen was released on bail. His newspaper has briefed Sir William Jowitt, former Attorney-General, to defend him.

ABOLITION OF AIR BOMBING.

Smaller Powers Make Plea At Geneva.

DISCUSSIONS DELAYED.

Geneva, To-day. The complete abolition of air bombing was strongly urged by eight of the smaller European powers in an interview with Rt. Hon. Arthur Henderson here to-day.

These nations are seeking to extend the scope of Sir Simon's disarmament resolution, discussion of which has been postponed from Saturday to a date not yet fixed. It appears the Disarmament Conference will not be wound up until next week. — Reuter.

EUROPEAN CHARGED FOR SPEEDING.

Dangerous Driving Is Alleged.

MR. MOORMAN IN COURT.

Mr. L. H. Moorman, manager for D. Gestetner (Eastern), Ltd., living at 40, Des Voeux Road Central, was charged with dangerous driving at Shaukiwan when he appeared before Mr. Schofield in Central Police Court to-day.

Defendant pleaded not guilty. His Worship intimated that he would visit the scene of the alleged offence, and adjourned the case until Tuesday next.

In evidence, Sergeant Baker, who laid the information, stated that on July 5 at 11.0 p.m. he was on motor cycle patrol in Hennessy Road. He saw the defendant started his car from East Point Terrace, near the Dairy Farm Company's premises. He followed him towards Causeway Bay Junction.

FIRE ON CHIP SHING AFTER EXPLOSION

COOLIES IN PANIC AT LAICHIKOK WHARF

MANY SCORCHED BADLY

FIRE BESIDE STANDARD OIL CO. DOCK QUENCHED AFTER HARD FIGHT.

One is known to be dead and four others are reported missing following the explosion and fire this morning aboard s.s. Chip Shing, moored at the Standard Oil Company's wharf, Laichikok, and loading benzine for Amoy.

Panic broke out among the stunned folks and coolies following the blast. Maddened by the bite of the flames, they plunged, screaming, out of the hold. Some of them, more badly hurt than others, were helped by their comrades. At least one man perished in the debris of cases and blazing oil. Those believed to be missing probably shared his fate.

A number were injured, two seriously.

Many folks and coolies were working in the ship at the time of the explosion, and those on the upper decks made a dash for safety, staggering to the wharf stunned with the shock which shook the ship from stem to stern.

Those working in the hold below were not so fortunate, being overcome with fumes before they could gain the deck. Two managed to escape with burns, whilst another man, who sustained a fractured leg, was dragged to safety by a companion.

The explosion which started the fire occurred at about 8.45 a.m. during the loading of cargo and cases of benzine which was bound for Amoy. The disaster occurred in No. 2 hold, after about 1,000 cases had been loaded.

The detonation was accompanied by a blinding flash, which threw the men who were working in the hold, flat.

Workers Jumped.

The cargo was immediately ignited, and those who could make their way to the deck. The men working on the upper portions of the vessel also jumped for the wharf.

The officers, hearing the explosion, rushed to the hold, and found that the inflammable cargo well alight.

The alarm had emanated from given, and the fire-fighting appliances of the S.O.C.O.N.Y. had been called out, and a call put through to the Central and Kowloon Fire Brigade Stations.

Kowloon received the call at 8.50 a.m. and Central at 8.55 a.m. Three motor appliances were sent from Kowloon and two fire-floats left from Hong Kong, after loading up with foam-extinguishing material.

The floats, under the command of Mr. J. C. FitzHenry, Acting-Superintendent of Fire Brigade, arrived on the scene at 9.15 a.m., and by that time, the flames had secured a good hold of the cargo, the heat being intense. Fumes and smoke were also causing a great deal of trouble.

Danger of Explosion.

The greatest danger, however, was the risk of another explosion, as only a bulkhead separated No. 1 hold from the burning section, and the hold was packed with cases of benzine. Further danger also came from the close proximity of a shed stacked with thousands of cases of benzine, only 50 yards away, and to the windward.

Fortunately, a lack of air in the No. 1 hold lessened the chances of danger in that direction, but had the plates of the ship sprung sufficiently, a terrific explosion must have been inevitable.

Immense quantities of water were pumped into the blazing hold in order to keep the cargo from bringing the flames from the ship into the wharf.

EXTENT OF DAMAGE.

Interviewed by the China Mail this morning Mr. P. Tod, Shipping Manager of P&O, said that the fire originated from an explosion in the hold which contained over 1,000 tons of gasoline which was being shipped to Amoy by the Standard Oil Company. The officers, hearing the explosion, rushed to the hold to find the inflammable cargo well alight and at once sounded the alarm. The fire-fighting appliances of the Standard Oil Company were soon at work and the fire was extinguished after two hours.

"The damage done to the ship as far as can yet be ascertained is not nearly as bad as it might have been," said Mr. Tod. The explosion, however, is believed to have caused fatalities.

The Chip Shing had just come down from Canton and was taking on board a large cargo of gasoline which was being shipped by the Standard Oil Company to Amoy.

grave danger faced the fire-fighters. The ship heeled over at a precipitous angle, and an oil-pipe line running out to the wharf was in imminent danger of being ignited. Had this occurred, not only would fresh fuel have been added to the flames, but a tank in the pipe might have fallen into the water, which would have involved the wharf.

Firemen Go Into Battle. After the cargo was secured, firemen descended into the hold and in ten minutes extinguished the flames. The ship was then towed to the wharf.

(Continued on Page 6.)

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When you see "Ben-Hur," the lavish Metro-Goldwyn-Mayer screen spectacle coming to the Queen's Theatre on Sunday you will have the first century history of many different nations displayed before your eyes, with all the glamour and splendour and turbulent drama of the life of the first century of this era.

Here you see Romans and Greeks, Egyptians and Syrians and Jews, and a score of other races with their actions, customs, mannerisms and accomplishments.

"Ben-Hur" is as authoritative an account of the life of ancient as any history, and more so than the average, for not only has everything pertaining to costume, mannerisms, religion, education, social life, sports, etc. been authentically reproduced, but the very temperament and air of the age represented as it actually was thousands of years ago.

"DANCERS IN THE DARK"

Miriam Hopkins in "Dancers in the Dark," which is now showing at the King's Theatre, is a colourful dance hall "hostess" who is whirled into a series of dramatic events that lead to a high-voltage climax.

Jack Oakie has pronounced pulling power with innumerable fans in comedy roles where there is a heart-interest. "Touchdown" proved this in a big way, as did other pictures featuring this inimitable comedian. "Dancers in the Dark" is Oakie's type of picture. As a wise-cracking leader of a dance orchestra, he swaggers into love and melodrama of a most amusing and exciting variety.

William Collier, Jr. has appeared prominently in big pictures, attracting wide attention in "Cimarron," "Little Caesar," "Politics,"

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and "Street Scene." He is popular as a romantic juvenile. In "Dancers in the Dark" he plays the role of Miriam Hopkins' sweetheart. Eugene Pallette, who had delighted picture audiences by his unique characterizations and bubbling humour, almost the inception of motion pictures, joins the other mirth producers in dispensing many a laugh-provoking witticism. Pallette's name in the lights lures many fans and is a distinct box-office asset.

"AT THE VILLA ROSE"

"At the Villa Rose," which is coming to the King's Theatre on Sunday, depicts an unusually conceived and executed mystery drama that will keep the audience on their tip-toes right until the final denouement.

Madame d'Auvray (Barbara Gott), the mistress of Villa Rose, is a kind-hearted and charming old lady, who had adopted Celia Harland (Nora Baring) when the young girl's father had been sent to prison by M. Hanaud, the great French detective. Madame has two ruling passions, one a love of the occult, and another the delight of displaying upon her person her priceless collection of jewels.

Capable direction of "At the Villa Rose," which was adopted by the A.E.W. Mason stage play of the same name by the Twickenham Film studios, is by that most famous of all English directors, Leslie Hiscott.

"MONKEY BUSINESS"

The four famous Marx Brothers, attracted full audiences at the new open-air cinema last night, with their latest comedy production, "Monkey Business," a story that deals with stowaways and yegmen aboard an ocean liner.

Groucho uses smart wise-cracks, Chico attends to the dialect comedy, Harpo handles pantomime and Zeppo plays straight to the three with situations as his forte. There you have the Marx methods for securing laughs for "Monkey Business."

MONTHLY WATER
RETURN.

Good Storage
Figures.

CONSUMPTION LESS.

The total storage of water in the Island reservoirs on July 1, totalled 1,323 million gallons, as compared with 1,319 million gallons for the corresponding day of last year.

The water consumption for the month of June in the City and Hill district was 241.85 million gallons, which includes 55.88 million gallons from the mainland.

Kowloon storage amounted to 497.74 million gallons as compared with 580.18 million gallons last year, the consumption for June, 1932, being 127.33 million gallons, as against 161.02 million gallons for June, 1931.

The consumption per head per day for the Island for June, 1932, was 21 gallons, while the mainland was 14.1 gallons per head per day.

SHANGHAI BIDS FOR
S.-W. RAILWAY.

Extension of Road
Sought.

Shanghai, Yesterday.

Mr. Wu Teh-chen has petitioned the Ministry of Railways for permission to take over the Shanghai Woosung Railway and operate it as a municipal enterprise.

The S. W. R. is the oldest line in China and was opened for traffic in 1876.

It is understood that if permission is granted the Municipality of Greater Shanghai will double track the line and make other improvements such as using electric locomotives and extending the "iron street" to Paoshan.—Reuter.

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**RADIO.****TO-DAY'S PROGRAMME.**

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station S.B.W. on a wavelength of 355 metres (845 K.C.s.):—

5-7 p.m.—Chinese Programme.
7-10.30 p.m.—European Programme.

7-9 p.m.—A Programme of Victor records
7 p.m.—Stock Quotations, etc.
7.03-7.45 p.m.—Variety.

Orchestral—
This is the Missus,
Life is Just a Bowl of Cherries,
Rudy Vallee & His Connecticut Yankees (22783).

Song—
Only a Rose,
Carolyn Thomson (Soprano).

Song—
Song of the Vagabonds,
Dennis King (Baritone) with Chorus (18987).

Orchestral—
Autumn Thoughts—Waltz,
Fam. Waltz,
Kiriloff's Balalaika Orchestra (20752).

Impressions of London (Westminster),
St. Margaret's Chimes Westminster,
Actual recording by Stanley Roper (20629).

Song—
Kentucky Babe,
Vaughn De Leath (Soprano) (20684).

Organ Solo—
Miss You,
How am I to Know?
Jesse Crawford (22129).

Song—
Jimmie the Kid,
My Blue-Eyed Jane,
Jimmie Rodgers (28549).

8 p.m.—Local Time & Weather Report.
7.45-8.20 p.m.—Instrumental.

Piano Solo—
Paganini Etude in E Flat Major
(List-Busoni),
Dance Exotique
(Horowitz-Domeny),
Vladimir Horowitz (1468).

Trio—
Happy Days (Strelski),
Herd Girl's Dream (Labitzky),
Neapolitan Trio (19872).

Cello Solo—
Serenata Napoletana (Sgambatti),
Intermezzo (Vivaldi),
Pablo Casals (1542).

Simfonietta—
Elegie (Tschalkowsky),
The Philadelphia Chamber String Simfonietta (1151).

Violin Solo—
Gavotte (Beethoven),
Menuet (Bach-Winterhitz),
Fritz Kreisler (1136).

8.20-9 p.m.—A Selection of
Waltzes by Johann Strauss,
Thousand and One Nights,
Vienna Philharmonic Orch.
(8990).

My Darling Waltz,
Berlin State Opera Orchestra
(8991).

Artists' Life,
Vienna Philharmonic Orch.
(8992).

Village Swallows,
Vienna Philharmonic Orch.
(8993).

Voices of Spring,
Boston Symphony Orchestra
(8993).

All records in the above European programmes are kindly supplied by the Tsang Fook Piano Co.
9-10.30 p.m.—Concert from the Studio.

Programme.
1—Songs—
(a) The Night (Ernest Schreter),
(b) The Storm (Ernest Schreter),
(c) I Love You Truly
(Florence Griggs).

Mrs. M. Portallion
(Contralto) accompanied by
Mrs. F. Griggs, with Violin
Obligato by Mr. E. Schreter.

2—Songs—
(a) A Granada (Alvarez),
(b) Perfidamente (Tosti),
Mr. G. F. D'Aquino (Tenor)
accompanied by Mr. E. Schreter.

3—Pianoforte Solos—Selection.
(a) I Think (Guy D'Hardelot),
(b) When the Winds in the Chimney
(Sanderzon).

Mrs. L. St. A. Sharpam
(Soprano) accompanied by
Mrs. F. Griggs.

4—Violin Solos—
(a) Prayer (E. C. Schreter),
(b) Schön Rosmarin (F. Kreisler),
Mr. Ernest Schreter accom-
panied by Mrs. F. Griggs.

JAPAN MAY BREAK
FROM LEAGUE.

Tokyo Press Concerned
Over Situation.

COUNT UCHIDA'S PLEA.

Tokyo, Yesterday.

Following his interview with the League Commission, Count Uchida, in a press interview, regretted his inability to divulge what was said, but declared that both he and the Commission explained the respective viewpoints frankly and unreservedly and each now understood exactly how they stood.

Count Uchida declined to state whether any agreement had been reached.

According to press reports, Count Uchida is believed to have stressed to the Commission the impossibility of reaching a settlement on the question so long as it was encased in formalism and theory, as the question so vitally concerned the very economic life and national defence of Japan.

As a result the only road to a solution was to consider it from an aspect of attaining permanent peace in the Far East by practical means.

Count Uchida reported that he begged the Commission not to draw European analogies, but to exercise patience and wait and see before taking any action.

According to the Tokyo Nichi Nichi, anxiety is felt lest the difference of opinion between Japan and the Commission, regarding a solution of the problem, will lead to a frontal clash between Japan and the League, ending in Japan's secession from the League.—Reuter.

Negotiations Possible.

Although details of the conversation have been withheld, official sources reveal that Count Uchida, at to-day's final meeting with the Lytton Commission, made it clear that Japan would never agree for Manchuria to be returned to China, although there was no intention of giving immediate recognition to the Manchukuo, as it was the desire firstly to be assured of the stability of the new regime, so as to conclude a treaty on equal terms, simultaneously with recognition.

Once recognition was accorded however, it is understood, that Japan will decline to negotiate either with the League or China regarding Manchuria. Close observers interpret this as meaning that the door is still open for negotiations prior to recognition.—Reuter.

1—Songs—
(a) By the Waters of Minnetonka
(Lieturanc),
(b) For You Alone (Geeth),
Mrs. M. Portallion
(Contralto) accompanied by
Mrs. F. Griggs, with Violin
Obligato by Mr. E. Schreter.

2—Songs—
(a) Ideale (Tosti),
(b) Mattinata (Leoncavallo),
Mr. G. F. D'Aquino (Tenor)
accompanied by Mr. E. Schreter.

3—Pianoforte Solos—Selected.
(a) Down in the Forest
(Landon, Ronald),
(b) Big Lady Moon
(Coleridge Taylor),
Mrs. L. St. A. Sharpam
(Soprano) accompanied by
Mrs. F. Griggs.

4—Violin Solos—
(a) Ravaria (Debussy),
(b) Madrigal (Simone),
Mr. Ernest Schreter accom-
panied by Mrs. F. Griggs.

10.30 p.m.—Close Down.

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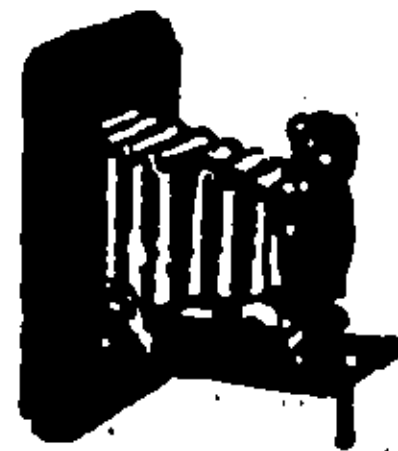
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CURRENT SPORTING GOSSIP

Round The Greens By "Straight Wood"

Kowloon Dock have some very keen bowlers ably led by experienced skips, but I think they will lose to the Club de Recreio tomorrow in spite of the match being on their own green. Both teams had close games last week, an unusual feature of that between Recreio and Talkoo being that two of the rinks tied. This must be a very rare occurrence though actually of little importance.

Craigengower to Win Again.
The Police lost badly to the Civil Servants on Saturday and I can see no hope of their winning against Craigengower, who are playing remarkably consistently. It is noteworthy that none of their rinks have lost since the first match of the season—against Kowloon Dock—when they all went down. They have managed to keep the same team the whole season so far, and this in itself is a strong factor in building up the admirable "esprit de corps" which is so noticeable amongst their players.

K.C.C. to Beat Talkoo.
The Kowloon Cricket Club entertain Talkoo, and cannot afford to treat them at all lightly if they hope to retain the points. The visitors played a very good game last week, but I think the home team will just about win, but the margin in their favour should not be substantial. Neither teams appear to have much prospect of the championship, but a good game should be seen nevertheless.

Bowling Green at the Valley.
The Bowling Green Club provide the opposition on the Civil Servants' green, and their chances do not appear to be too good, as they received a sound beating last week whilst their hosts severely punished the Police Club. Holland is paying good bowls at present and will have a good tussle with Grimmer should they be drawn together. The Civil Servants won the previous encounter very easily.

Second Division.
The big battle in this division will undoubtedly be the match between Craigengower and Civil Service which will be played on the former's ground. Both teams had a meritorious win last week, Craigengower beating the Champions by 82 shots and Civil Service just getting the better of the Yacht Club at North Point, but I fancy Craigengower will emerge the victors.

Will K.B.G.C. Avenge Themselves?
The Yacht Club visit the Kowloon Bowling Green and this should be another good match with the home team slightly favourites. The visitors provided the first surprise of the season when they beat the Kowloon men earlier in the season and the latter will be out to vindicate themselves.

K.C.C. Visit Recreio.
The Kowloon Cricket Club juniors seem to have improved lately and I fancy that they will beat the Club de Recreio second string on the latter's ground. The two greens are very similar in weight and the fact that they are away should not affect the Cricketers as much as it would some other teams.

Talkoo Should Win.
The bottom teams in the league meet to-morrow, but whatever the result may be, the Electric team must stay where they are as Talkoo, their hosts, have a good lead in points. The Electricians have to make frequent changes on account of duties and do not seem to be settled with their skips, several players having been tried in that position this season. The Quarry Bay men should garner the points by a small margin.

Lawn Bowls Ruling.
I propose to print one rule in lawn bowls each week, selecting those which are of most interest and importance to local bowlers, many of whom consistently transgress through ignorance.

Section 2 Rule 3 Markers.
In single-handed tournaments one marker only shall act in each game. The marker may answer queries as to the position of bowls and their distance from the jack, but shall not give directions to, neither consult with, either player as to the play. In no circumstance shall a marker display any object in the hand, or otherwise, for the guidance of a player. Markers shall be appointed by the Directors of the tournament, Local Secretaries, or Umpires, whom failing, by the Competitors themselves.

All Wrong.
In an Open Championship game recently I heard the marker giving every possible detail when asked the question "who is lying?" This is wrong, markers should answer as briefly as possible and give no information except what is directly sought.

BRITISH WOMEN TRIUMPH AT TENNIS.

French Team Lose 8-4 at
Le Touquet.

Le Touquet, Yesterday.
Great Britain beat France to-day by 8 matches to 4 in the Women's International Lawn Tennis match.—Reuter.

RACING.

The Jockeys' Dressing Room At Epsom

Penetrating Strictly Guarded Preserve Of Famous Riders

Just before the start of the Derby I penetrated to that strictly guarded preserve, the jockeys' dressing room, under the grandstand, and watched the little men with the famous names preparing for the race.

It was an interesting sight, and one never seen by the public. Each jockey—among them were Fox, Jones, Richards, the Wraggs, Donoghue and Carslake—was being dressed by his valet.

Each rider had several pegs by his seat, under which there was a locker. Hanging over his head was a tiny saddle, beautifully and weighing, in many cases, only a quarter of a pound, including stirrups.

This, with a pair of top boots which just turned the scale at 4 oz. and cost 25 a pair is part of the hundred pounds' worth of saddle and jockey possessions.

On other pegs were a pair of silk breeches, silk stockings any woman would like to possess, silk jackets of many colours and a cap to match.

All the undergarments were of Shetland wool, in weight like a few feathers, and wonderfully soft.

SCOTLAND BEATS WALES AT LAWN BOWLS.

Holders Well Beaten.

Glasgow, Yesterday.
Scotland beat Wales to-day by 113 shots to 82 in the International Lawn Bowls Championship.—Reuter.

Last year Wales won the Championship without suffering a defeat. She beat Scotland by 88 shots to 84.

LINGNAM THREAT TO MINDINNAO.

Sailors To Receive Tough
Opposition.MEET SOUTH CHINA SQUAD
ON SUNDAY.

Week-end Baseball.

[By The Kid.]

Baseball fans in Hong Kong will have the opportunity to witness two good baseball games during the week-end at Caroline Hill. Commencing at 3 o'clock to-morrow after the Lingnam baseball team will be opposed to the U.S.S. Mindinnao, and on Sunday at 3.30 p.m. the sailors will try their skill against the South China combination.

The Lingnam team will be strengthened by the addition of several former players. The students showed their hitting ability last Sunday, and in addition to these, players they will have one of the strongest outfits in the Colony at the moment. The Lingnam boys have never beaten the sailors, and on one occasion were beaten so badly that the boys from the University did not care to enter the field against them again. To-morrow, however, when the game gets going the sailors will find that they are playing a team that has vastly improved and they will have to play the best baseball they know in order to come out ahead.

Heavy Week-End.

On the other hand the sailors are having a heavy week-end and will have to save some of their boys for the big game on Sunday. The sailors will probably start the second string against the students, and if the going is too hot, the regulars will be sent in to settle the argument.

The Mindinnao will have Schellenburger on the mound against the South China outfit, with Charlie Thurman behind the bat. Schell has been looking forward to this game for quite a while, and now with this opportunity, he will pitch his best to outplay the boys from the South. It will be remembered that the Mindinnao lost to the South China some few months ago. The Mindinnao, however, have corrected their faults by having Teddy Bauer, Charlie Horton and Schilling from the Helena on their team. With this trio and several other ball hawks in the team they look invincible.

The Chang Battery.
South China, in order to live up to its reputation, will send in Ed Chang to stop the boys from the Mindinnao with Matty Chang receiving. The Chang battery have stopped the sailors on many occasions and they will be out to prove that they can do it again. Tommy Chan will be on hand to do some heavy hitting besides holding down the initial sack.

On the whole the Southerners will be well provided for in this game and should come out ahead.

The lineups for South China and Lingnam follows:

Matty Chang	C. E. Kam
Ed. Chang	P. W. Fong
T. Chan	15 K. Lee
P. Kam	20 A. Fong
Fai	28 W. Wong
G. Ng	35 H. Chang
H. Young	12 Curly Wong
Goo	of W. Chang
Chung	17 Fong

The Mindinnao line-up is not available at time of going to press.

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Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

On a charge of the possession of 2,400 taels of illicit opium, concealed in three trunks, George Carter, 48, a seafaring man of Irish birth, was sentenced to six months' hard labour and a fine of \$10,000, in default, an additional six months' gaol, by the Kowloon Police Magistrate on July 11. Carter, who was arrested by Revenue Officer Brown in the bar of the St. Francis Hotel after he had alluded a Chinese Revenue Officer, offered no defence, shrugging his shoulders with the words: "I have nothing to say." The case is fully reported in the OVERLAND CHINA MAIL.

During a terrific bombardment from Canton aeroplanes on July 6 off Hoihow, Hainan, the Chinese cruiser "Fat Ying" sunk. Three Canton machines bombarded the vessel, dropping ten 50 lb. bombs, several of which struck the cruiser in vital parts. One bomb fell on the ammunition store at the stern of the cruiser, blowing a gaping hole in the hull and causing the ship to sink. Seven men were killed and ten others injured. A full story of the attack is given in the OVERLAND CHINA MAIL.

In an interesting interview, granted exclusively, Mr. Chu Ching-lan, leader of the newly-formed Anti-Civil War Alliance outlined the plans of this new pacific party, and expressed the hope that the organisation might put an end to the eternal strife which has ravaged all China. Their main purposes was to stop civil war in time of national distress. The interview is chronicled in the OVERLAND CHINA MAIL.

Senor Fernando Rein y Loring, the Spanish airman, left for Manila, from Hong Kong, on his final hop to Madrid, in the early hours of July 10. He flew direct to Manila, landing at Aparri in 7½ hours, and then proceeding on to Manila. During his stay in Hong Kong he was the guest of Senor J. G. Ch. Gonzalez de Bernedo. A story is given in the OVERLAND CHINA MAIL.

After 25 full sittings, the preliminary trial of Cheng Kwok-yau, on a charge of the instigation of the murder of George Fung on March 24 at Village Road, drew to a close at the Central Police Court on July 8, when the Magistrate committed the accused for trial at the next Criminal Sessions. The case, which has attracted the widest of interest throughout, is reported in the OVERLAND CHINA MAIL.

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"THE OVERLAND CHINA MAIL"

VIXEN HOLDS UP PLAY ON GOLF COURSE.

Puts to Flight Green-Keeper Who Approaches Cubs.

A vixen who rallied to the defence of her five cubs on their first "walk out" put to flight a Surrey golf club greenkeeper and held up play on the course. She had made her home in a wood adjoining Warlingham golf course.

The greenkeeper, Arthur Dobson, saw her 300 yards from the clubhouse as he walked through the long grass of the rough to do some work at the sixth green.

Apparently fearing that he meant harm to her cubs, the vixen approached him with bared teeth, determined to keep herself between him and her cubs.

Dobson had with him only a large jack knife, just as she was about to attack him he flung this at the animal.

In the momentary pause that followed he turned and made for the clubhouse, where the steward and others came out with him to find the vixen shepherding her cubs back to their home in the woods.

BASEBALL.

RUTH AND FOXX HIT HOME RUNS.

Yankees And Athletics Both Win.

CARDINALS GO DOWN.

New York, Yesterday. The following were the results of to-day's Baseball games:—

National League.			
	R.	H.	E.
Chicago Cubs	4	7	0
Brooklyn Dodgers	1	7	1
<hr/>			
Cincinnati Reds	6	5	3
Philadelphia Phillies	0	14	1
<hr/>			
Pittsburgh Pirates	6	8	0
Boston Braves	1	4	1
<hr/>			
St. Louis Cardinals	3	8	1
New York Giants	6	12	3
<hr/>			
American League.			

	R.	H.	E.
Boston Red Sox	8	17	2
Jolley hit a home run.			
Chicago White Sox	9	11	0
<hr/>			
New York Yankees	3	9	4
Babe Ruth hit a home run.			
Cleveland Indians	0	16	2
<hr/>			
Philadelphia Athletics .	9	12	1
Jimmy Foxx hit a home run.			
Detroit Tigers	2	6	1
<hr/>			
Washington Senators . .	5	12	1
Harris hit a home run.			
St. Louis Browns	4	11	2
<hr/>			
—Reuter's American Service			

TABLES TO DATE.

National League.			
	P. W.	L.	Perc.
Pittsburgh	78	45	83.576
Chicago	80	44	86.560
Boston	83	44	89.580
St. Louis	80	40	80.500
Philadelphia	88	41	85.476
Brooklyn	82	39	82.475
New York	77	35	82.454
Cincinnati	90	40	80.444

American League.			
	P. W.	L.	Perc.
New York	82	56	82.882
Philadelphia	88	49	87.569
Detroit	79	44	85.566
Cleveland	83	46	87.554
Washington	84	46	88.547
St. Louis	73	32	81.459
Chicago	81	29	82.858
Boston	80	19	81.237

China Mail Sports Diary.

TO-MORROW.

LAWN BOWLS.	
First Division.	
Civil Service v. Kowloon B.G.C.	
Police R.C. v. Craigengower.	
Kowloon Dock v. Recreio.	
Kowloon C.C. v. Taikee R.C.	
Second Division.	
Craigengower v. Civil Service.	
Taikee R.C. v. H.K. Electric.	
Kowloon B.G.C. v. Yacht Club.	
Recreio v. Kowloon C.C.	

American Tennis Stars Not For India

Strain of European & National Championships Too Great

AUSTRALIANS MAY VISIT ORIENT

It is now definite that the United States lawn tennis team will not visit India this Winter.

The Calcutta South Club who have so successfully arranged for visits from French, British and Japanese teams in the past three years, had been hoping to get out a team of at least four young Americans, and had entrusted Mr. L. Brooke Edwards with the arrangements, for the visit, but information has now been received that the U.S.L.T.A. are of opinion that it will be too great a strain on young players like Ellsworth Vines, Sydney Wood, F. X. Shields and Gregory Mangin to ask them to undertake a tour of India at the conclusion of their visit to Europe, and their own American championships later in the year.

The South Club is now negotiating with the International Club of Great Britain with a view to their sending out a combined Anglo-French team in December next.

All the leading French players are members of the International Club and Cochet has already expressed a desire to visit India again, so that there is a probability that such a visit will materialise. It is being hoped that a team made up of Cochet, Perry and two other players of Davis Cup standard, one of whom will be possibly either Andre Merlon or Marcel Bernard, will be figuring against India's leading players in Calcutta.

An Opportunity for India. Meanwhile opportunity has arisen for India to make an effort to bring the Australian team out to Calcutta in the near future. Japan, who recently visited Australia, has asked for a return of the compliment, and Australia have asked whether Japan will be satisfied with her second best team in September next when the Japanese National Championships will be played (Australia's first team being away in Europe and the U.S.), or whether Japan would prefer to wait until next year when the Davis Cup team would be sent to Japan.

Australian Visit to India Likely. In either case the Australians are to play at Singapore or Java, so that an extension of the visit to India is well within the bounds of possibility, provided that Australia is communicated with in time.

If the visit takes place in September next, Australia's team will probably be made up of the New South Wales players, D. Turnbull, R. Dunlop and Vivian McGrath, the boy wonder who beat all the Japanese players who recently visited that country except Jiro Satoh.

schools pay too much attention to defence. But if they do, good defence is important in the equipment of a good batsman and an excellent groundwork upon which to develop strokes. It is possible, and may be desirable, that one of the first tasks of a coach is to eliminate faulty stroke play, and this may have a somewhat cramping effect on a youngster's natural style.

Personally, I never had an hour's coaching in my life. My play I developed by watching good players and by practice, and plenty of it, on turf wickets. Much of my early play was on real bad wickets, so bad that I did not then know how bad they were. But it was all good experience and made it all the easier to get runs when I got on good wickets.

"I got my first hundred in my first county match. I thought I knew a lot then. Later I realised how very little I did know in those early days. Would I have been the better for early coaching? Frankly, I do not know.

Practice on Turf. Let us have the coach, but a little of the coaching should be continued on grass. Batting on matting stretched over wood or asphalt can never be the same as batting on turf. But batting on matting may be just as useful for muscle-loosening and for practising the correct use of the feet.

"We hear so much of records nowadays that I was interested to note that Copson, the new Derby bowler, did something quite unique when he played against Surrey. He took a wicket with his first ball in county cricket, and was out to the first ball he received in county cricket.

There is one reason why boys coming from indoor coaching may not do well at first when they come on to turf wickets. The difference in the conditions of play is tremendous. On the matting wickets of the school the pace is fast, and the ball comes along at a uniform height, to both of which the boys get accustomed.

Suddenly they are transferred to turf at a season of the year when the pace—always slower than matting—and condition of the wickets vary from day to day and are seldom easy. No wonder the contrast is upsetting.

Virtue of Defence. I do not know whether the

AUSTRALIAN RUGBY PLAYER IN TROUBLE.

Tom Lawton Dropped From Club Fifteen.

Melbourne. Because of his failure to devote the required time to training, Tom Lawton, international Rugby Union five-eighth, has been omitted from the Valley team to meet G.P.S. Old Boys. Lawton is regarded as the probable leader of the Australian team in forthcoming test matches against New Zealand, but unless he plays club football he cannot claim representative honours.

Valley Club has expressed the hope that Lawton will be able to join the other players at future practice, thus giving the selectors the opportunity of proving their appreciation of his services. Early in the season, Lawton had a hitch with the University Club regarding his absence from training.

MARINES DEFEAT AIR FORCE.

Narrow Rifle Shooting Victory.

SIX POINTS' MARGIN.

The Royal Marines defeated the Royal Air Force by the narrow margin of 6 points in a rifle shooting competition on Stonecroft Island yesterday afternoon.

The scores were 588 to 582 over ranges of 200, 300 and 500 yards.

Marines.	
Marine Morley	69
Marine Hull	69
Capt. Burgess	74
Sergt. Littlewood	76
Sergt. Byble	79
Marine Dance	78
Marine Arnold	81
Marine Powell	67
	588

Air Force.	
Cpl. Conway	79
Cpl. Rowell	72
Cpl. Burton	68
L. A. C. Moon	79
L. A. C. West	64
L. A. C. Lister	77
L. A. C. Tower	80
A. C. Johnson	63
	582

MUSKETT DEFEATS WARD.

Loser Drives Too Much During Game.

BASTO BEATS MCLEOD.

Two further matches in the Lawn Bowls Open Championship were decided yesterday with the following results:—

(on Police green)
W. H. R. Musckett beat W. Ward 21-11.

(on K.B.G.C. green)
J. J. Basto beat W. McLeod 21-15.

Musckett scored a decisive victory over "Billie" Ward, in the first round of the Open Lawn Bowls Championship, on the Police Green last night.

Throughout the game Ward made a mistake of driving too much, and lost most of the heads in this manner.

Musckett, on the other hand played a remarkably steady game, and the decision was a foregone conclusion after he scored 8 in the first four heads, without any response from Ward.

Ward's Rally Unavailing. After the fourth head, however, Ward "failed" and won the next three heads with a three, a one and a two, but Musckett was again to the fore with a 4 and a 2 to lead 14-6 at the ninth head. At the sixteenth head he led 18-11 and a 3 on the next head gave him the match.

Musckett now meets J. J. A. Gutteries in the Second Round whilst Basto meets the winner of the game between W. Mair and F. Goodwin.

SOUTH CHINA'S EIGHTH VICTORY

Y.M.C.A. GO DOWN AFTER FINE STRUGGLE

Indians Beat Police.

LADIES' R.C. CONCLUDE THEIR SEASON.

South China recorded their eighth win in the "C" Division of the Tennis League yesterday when they beat the Y.M.C.A. after a thrilling struggle. They now tie with the Chinese Recreation Club in second place, but the holders have two matches in hand. The Indian Recreation Club succeeded in beating the weak Police combination to register their third win of the season in the "C" Division and have now moved up to sixth position.

The Ladies' Recreation Club concluded their season in the Mixed Doubles League yesterday when they went down to the Indian R.C. by 7½ sets to 1½. They have not experienced a very successful season, and if the Recreio beat the Chinese R.C. they will be joint holders of the wooden spoon.

"C" Division.

SOUTH CHINA BEAT Y.M.C.A.

At King's Park yesterday the South China A.A. beat the Y.M.C.A. by 5½ sets to 3½.

Full scores:—
J. Wilson and J. J. Ferguson (Y.M.C.A.):—
lost to K. M. Chan and K. H. Wong 3-6
lost to F. N. Wong and H. K. Ho 1-6
drew with C. Y. Tso and C. N. Tsang 6-6

T. J. Price and E. R. Price (Y.M.C.A.):—
drew with Chan and Wong 6-6
lost to Wong and Ho 4-6
drew with Tso and Tsang 6-6

S. A. Gray and G. Punccheon (Y.M.C.A.):—
beat Chan and Wong 6-4
lost to Wong and Ho 5-7
beat Tso and Tsang 6-0

I.R.C. BEAT POLICE.

At Sookunpoo the Indian Recreation Club beat the Police Recreation Club by 7½ sets to 1½.

Full scores:—
S. A. R. Bux and M. P. Madar (I.R.C.):—
beat A. R. S. Major and W. P. Thompson 6-8
beat Carruthers and Piles 7-5
beat Clow and Mottram 6-2

M. R. Abbas and A. A. Rumjahn (I.R.C.):—
beat Major and Thompson 6-8
lost to Carruthers and Piles 0-6
beat Clow and Mottram 6-4

D. M. A. Razack and A. H. Suffiad (I.R.C.):—
beat Major and Thompson 6-4
drew with Carruthers and Piles 6-6
beat Clow and Mottram 6-4

TABLE TO DATE.

"C" Division.					
	P.W.	L.D.	Sets	F.	A. Pts.
C. de R.	10	0	0	72½	17½ 20
C.R.C.	8	0	0	65	7 18
S.C.A.A.	10	8	2	67	23 18
A.T.C.	10	5	0	42½	42½ 10
K.I.R.C.	9	4	1	33	46 9
I.R.C.	9	3	3	38	43 9
G.A.	6	4	2	35½	19½ 8
H.K.U.T.C.	6	3	2	23½	31½ 7
Y.M.C.A.	6	2	3	25½	27½ 5
C.C.C.	6	1	4	21½	32½ 4
R.S.C.	9	2	7	22½	58½ 4
H.K.C.C.	4	1	2	12	21 3
Philippine C.	8	1	6	18½	52½ 3
A.T.C.	6	1	5	0	14½ 24½ 2
K.C.C.	7	1	6	0	20 43 2
P.R.C.	8	0	7	1	19 51 1

Mixed Doubles.

INDIAN R.C. BEAT LADIES' R.C.

At Sookunpoo the Indian Recreation Club beat the Ladies' Recreation Club by 7½ sets to 1½.

Full scores:—
S. A. Rumjahn and Mrs. McCav (I.R.C.):—
beat Miss Thomas and T. C. Monaghan 6-4
beat Mr. and Mrs. C. P. F. James 7-5
beat Mrs. Lissaman and A. Clarke 6-1

H. D. Rumjahn and Miss R. Rumjahn (I.R.C.):—
drew with Miss Thomas and Monaghan 6-6
beat Mr. and Mrs. James 6-2
beat Mrs. Lissaman and Clarke 6-3

GERMANS SAIL FOR OLYMPIAD.

Dr. Peltzer Among Party On Europa.

MORE THAN 100 ATHLETES.

Hamburg, July 10.

The German team for the Olympic Games at Los Angeles left here to-day on board the North German Lloyd liner Europa. Including trainers and technical personnel, the German group consists of more than 100 persons.

Of these 100 representatives, 78 will take part in the contests. These include 7 women, with Fraulein Helene Mayer, the world's woman fencing champion as the most prominent. Another feminine member of the group is Fraulein Ellen Braumüller, who recently established a new world record for javelin throwing.

The men include the sculler, Nuhz, who won the Diamond Sculls in the Henley Regatta last week, the sprinter Jonath, who recently covered the 100 meters in 10.8 seconds, and Dr. Peltzer, who for some years held the world record over 800 meters and who is planning a come-back.

In the United States the group will be joined by four cyclists and by the marathon runner De Bruyn.

TABLE TO DATE.

Mixed Doubles League.									
	Sets								
	P.	W.	L.	D.	F.	A.	Pts.		
U.S.R.C.	5	5	0	0	40	5	10		
I.R.C.	4	3	1	0	19½	16½	6		
K.C.C.	3	2	1	0	19½	7½	4		
C.R.C.	3	1	2	0	11	16	5		
I.R.C.	5	1	4	0	12	53	2		
C. de R.	3	0	3	0	6	30	0		

CAPSTAN



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DEWAR'S

Whatever the standpoint from which you regard Dewar's fine old "White Label" Whisky its superiority is evident. There is the refined flavour — there is the maturity due to great age — and there is the high quality upon which the world's expert opinion is unanimous.

WHITE LABEL

Sole Agents:—

A. S. WATSON & CO., LTD.
Wine and Spirit Merchants.



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LINENS,
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PEKING JEWELLERY AND RUGS.
NEW SHIPMENT OF VOILE AND
SILK DRESSES.

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MANILA

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS.
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Union Building (opposite G.P.O.)
Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.



At Hong Kong's Latest Rendezvous
GLOUCESTER BUILDING
8th Floor.
120 feet above the City.

TIFFIN in the Spacious Dining Room Seating
Capacity for 250 Persons.

TEA On the Northern Terrace overlooking
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DINE On the Western Terrace, and see the
City's Myriad of Lights far below.

WINE in our Typhoon Bar.

Private Dining and Conference Rooms may be
engaged. Special Catering arranged for
Weddings, Birthdays, etc.

COOL — COMFORTABLE — SELECT.
JUST STEP INTO THE LIFT AND YOU ARE THERE.
P. L. NEWMAN, Manager.

LANCASHIRES
OWN

"HANDICLOTH"

MADE BY
LANCASHIRE WEAVERS
FOR
MATTRESS COVERS,
IRONING CLOTHS,
DUST SHEETS.

APRONS,
PUDDING CLOTHS,
DUSTERS.

and many other Home Uses,
36 inches wide.

PRICE 50 cts.
Yard
GET IT AT
WHITEAWAYS

The China Mail.

Hong Kong, Friday, July 15, 1932.

Ill Effects Of Secret
Diplomacy.

The extraordinary revelations of secret agreements made at Lausanne and the differences in the French and British interpretations of the Gentlemen's Agreement have aroused an unfortunate and damaging atmosphere of suspicion, not only in the United States, but also among the many who feel they have been deluded too long by guile diplomacy. The noble eloquence of the Lausanne utterances sound less convincing now and it is pertinent to ask why the delegates should have withheld mention of the Agreement when they had professed to be so candid. The ordinary individual, weary of tedious and inconclusive conferences, has almost despaired of statesmen ever arriving at a sincere agreement. Obviously both Sir John Simon and M. Herriot were embarrassed when the existence of this secret understanding became known. Hence the disparity in their respective statements, and the ultimate publication of the Gentlemen's Agreement, which, when exposed, looked harmless enough. But the French Premier's interpretation of it to mean that France and Britain will take concerted action in dealing with war debts indicates that the "understanding" may be deeper than has been revealed, and the stiffening of the American attitude is not incomprehensible. Whether or not Europe should take a united stand on the matter of the debts to the United States, the present attitude does not attract much sympathy. Rightly or wrongly, it would be better for a definite policy to be announced and pursued rather than this atmosphere of doubt and mistrust should exist and imperil a settlement. The problem is all the more perplexing when it is recalled that Washington has announced its firm intention of negotiating with her European debtors singly, and not collectively. Actually there is very good ground for believing that some "understanding" exists between America and Europe. As it seems most unlikely that negotiations would have been abandoned without any some

arrangement having been made on war debts. The issues have always been treated as inter-related before, and there existed no reason for a change in attitude. Whether complete cancellation will be granted by America is doubtful but that some modification of the present scheme will have to be made admits of no question. It is extremely unfortunate that the Presidential elections in the United States take place shortly as the issue will be clouded under the campaign, and public opinion may be swayed in the wrong direction through misrepresentation by candidates whose eloquence may exceed their knowledge. Certainly, the secrecy and doubts of the exact purport of the Lausanne "understandings" helped the not inconsiderable number of Americans who contend that no cancellation or reduction should be made.

News in Brief.

Five cases of Cholera (one imported) and three cases of typhoid fever were notified to the Health Authorities yesterday.

New arrivals at the Peak Hotel are, Mr. and Mrs. C. C. Black, Mr. and Mrs. J. S. Kunkie, Capt. W. A. Mackinlay and Mr. A. E. Stone.

The President and Committee of the Chinese Catholic Young Men's Society, are holding an At Home at the Cathedral Compound, Caine Road, at 8 p.m., on Saturday.

Major P. Stewart, of St. Stephen's College, Stanley, reports that on Wednesday, between Des Voeux Road Central and Stanley, he lost a leather note book containing \$40 and his driver's licence.

Whilst on the first floor of the Bank of Canton building, a male, Ng Yuk-tong, of 27 Eastern Street was struck in the back by a window frame which had broken off from its hinge on the sixth floor level. The man was sent to the Government Civil Hospital.

Lei Shing-tai, manager of the Shing Fat Hing Sugar Firm has notified the Police the loss of \$2,199 which he alleges was misappropriated by a clerk, with whom he had entrusted the sum, for the purchase of sugar from the Tam Lung Sugar Dealers, Connaught Road West.

The following forthcoming marriages are announced:—Mr. Francis Masters, Parry, of Messrs. Williams, Son and Co., and Miss Elsie May Robinson, of 6 Baillies' Court, Garden Road; Mr. Wong Ka-pun, of 111 San-chan, 163, Wanchai Road, and Miss Chit, of 163, Wanchai Road; and Miss Li, of 163, Wanchai Road.

Personal Pars.

Mr. Paul Lauder, General Manager of the Union Insurance Society of Canton, was among the passengers sailing for the North per the s.s. Rawalpindi yesterday.

Mr. W. B. Finnigan, registrar of the University of Hong Kong, sailed for Shanghai yesterday, accompanied by Mrs. Finnigan, on the s.s. Rawalpindi.

The Rev. and Mrs. G. W. Marshall were among the passengers on the s.s. Rawalpindi, which left here for Shanghai and Japan yesterday.

Mr. M. D. B. King, formerly on the editorial staff of the China Mail, left for Vancouver, B.C., aboard the s.s. Empress of Asia to-day. He is returning home on account of ill health.

CAR CATCHES FIRE ON
STUBBS ROAD.Mr. B. S. Rogers In
Mishap.

Mr. B. S. Rogers, of Lane, Crawford Ltd., reported to the Police that while driving a car, owned by Mr. C. E. L. Grist, a local solicitor, up Stubbs Road near Gough Hill Road, the dixie seat took fire through an over-heated exhaust extension pipe.

The flames were extinguished by Sub-Inspector Chester-Woods, officer-in-charge of Gough Hill Police Station.

ANGLO-IRISH PARLEY MAY
END DISPUTE.

(Continued from Page 1.)

discussion, Mr. MacDonald, it was announced, had signified his willingness to meet Mr. De Valera.

Mr. Norton immediately telephoned Mr. De Valera, who, on learning of the opportunity, immediately accepted the invitation. Mr. Norton told correspondents before the meeting with Mr. MacDonald that he still believed a basis of settlement was in sight and that he intended to try to secure it.

Hopes Rise.

Dublin, To-day.

Premier MacDonald's invitation to Mr. De Valera was not known until after midnight, when it created a sensation. High hopes are now entertained that the economic war may be avoided.

Mr. Norton, Labour leader, advocates a Tribunal of four members, two to be nominated by the British Government and two by the Free State, who will report to both Governments and thus avoid difficulties regarding the appointment of an independent chairman.

Lost Race With Duties.

London, To-day.

The Irish Free State exporters' race to avoid the new British duties which went into force to-day, was only partially successful.

At Liverpool, 6,000 head of cattle, sheep and pigs, 200 tons of butter, cream and eggs from the Free State, were landed yesterday in time to escape the 20 per cent. ad valorem tariff.

But there were several ships from various Free State ports which were too late. The Liverpool Customs House closed its doors at 4 o'clock.

The possibility of a settlement of the Anglo-Irish difficulties places exporters in an awkward position. If they land their goods at once, under the new duties, they may find that they have deliberately rushed into the additional expense. For, if there is agreement, the duties will probably be lifted almost immediately. — Reuter and British Wireless Service.

Trouble Brewing.

Dublin, Yesterday.

The Labour Leader, Mr. Norton, hurried to London this morning as the latest development in the crisis is believed to be brewing in consequence of the Labour's disinclination to support Mr. De Valera's proposal to support the Free State in the Free State.

To-day's meeting of the Daily News Council, which is expected to hold a green probability of success.

ITALY, BELGIUM JOIN NEW
"ENTENTE."

(Continued from Page 1.)

Affairs, Captain Anthony Eden, in a speech at Warwick.

Capt. Eden added that Britain and France merely sought to give a lead in this policy of co-operation followed by other Governments. They believed that in this way the nations would best be able to meet the shock of present economic conditions and to prepare for the World Economic Conference. The proposals were in strict accord with the spirit of the Covenant of the League of Nations and the League's machinery would be needed in that work.

Mr. MacDonald's Denial.

A statement issued by the Prime Minister to-night denies the reports published that yesterday's Anglo-French declaration of co-operation applies to the question of British debts to the United States. The statement says the use in the declaration of the words "European regime" expressly excludes from its purview any questions affecting non-European countries. On the whole, the Prime Minister explained the position authoritatively in his speech in the House of Commons on Tuesday evening when he said: "In view of grave results likely to follow upon any representations made either here or in America that, at Lausanne, Europe has combined to present something in the nature of an ultimatum to the United States, I want to make it absolutely clear that all that Lausanne did was to straighten out internal difficulties of Europe, which in all conscience were many and difficult, and agree to proposals which the nations there represented believe are both essential and possible."

A further statement issued from Downing Street deals with the misunderstanding which occurred abroad regarding a reference made by Chancellor of Exchequer, the Rt. Hon. Neville Chamberlain, in a House of Commons speech on Monday, to conversations held at Lausanne with American representatives. The statement pointed out that the Chancellor "did not suggest and had no intention of suggesting that representatives of the United States had approved either tacitly or explicitly what was done at Lausanne. The proceedings there were, throughout, on the basis that the right course was to seek a European solution of reparations without involving the United States in discussions."

Agreement Published.

Paris, Yesterday.

The much discussed "Gentlemen's Agreement," arising out of the Lausanne discussions, has been officially published. It provides that the initialing creditor powers will not ratify the Lausanne Agreement until they have reached a satisfactory settlement with their own creditors.

In the event of a settlement not being obtained, and a new situation created, the Governments concerned will have to confer on further steps and the legal position, and revert to the pre-Hoover Moratorium situation. Notification of this will be made to Germany.

Simultaneously, Mr. Neville Chamberlain wrote to M. Gormain-Martin, regretting the present inability to cancel the French war debt to Britain, but agreeing to a suspension of payments until a decision was reached regarding the ratification of the Lausanne Agreement.

Entente Cordiale.

The resurrection of the Entente Cordiale is M. Herriot's description, which has been received with keen satisfaction in France.

Another description is: "A club formed by France and Britain which is collecting increased membership." — Reuter.

SOVIET TROOPS.

(Continued from Page 1.)

Customs Examine.

Harbin, To-day.

A Japanese accountant, supervisor and adviser have arrived from Changchun and are expected to commence their duties in the Post Office to-day. Their policy is stated to be conciliatory.

During the last year, General Owing to the good offices of American Consul General Hanson, the Chinese Customs Service and his staff will probably be permitted to remain in their present living quarters till July 31.

CEREMONIES AT
NORTH POINT.Banking Association
Plans Sports.

All is in readiness for the Banking Association's programme of social entertainment and sports, commencing at 3 p.m. on Saturday with the opening of the new completed matchless structure at North Point.

There will be speeches, a flag-raising ceremony, swimming contests, tea and a prize-giving. A large number are expected to be in attendance.

FATALITY IN BLAZE ON
CHIP SHING.

(Continued from Page 1.)

Four hundred pounds of foam powder was used in subduing the fire, while six four inch pipes were used in flooding the hold.

The fire quenched the Chip Shing presented a sorry spectacle, heeling over at the wharf at an angle of 25 degrees, with her starboard plates buckled down to the water edge, and her deck a mass of blackened metal around the vicinity of the hold.

Thousands of gallons of water were swilling about in the hold, while boxes of benzine floated in the interior of the ship.

Another smouldering section of the hold was discovered at about 11 o'clock, but it was soon extinguished when the decking was removed.

The cause of the fire is at present unknown, but one theory is that one of the boxes containing tins, struck the hatch-combing when being slid down the chute into the hold, causing the fumes to explode. Another is that the friction caused a spark and exploded the box in that manner.

Four May be Missing.

The deceased man, whose name is Tong Po, employed as a tally-man at the time of the explosion, was one of the ship's compradore staff. He is the only person who is really known to be dead, although it is suspected, very vaguely however, that four others are missing.

Of the trio who were removed to the Kowloon Hospital in the ambulance, one man named Wong Yau, was not detained after his burns had been dressed. The other two, whose names are unknown, were more seriously injured, one having a broken leg and the other extensive burns.

Pumping operations will be commenced on the ship this afternoon by the Hong Kong and Whampoa Dock Co., Ltd., when it is expected the true extent of the damage and loss of life will be ascertained.

The Chip Shing went alongside the wharf at 6.10 a.m. this morning, and loading was commenced at 6.45, many coolies being employed. She was to have left the wharf at 1 p.m. and after taking on further cargo at North Point, would have sailed for Amoy at 4 p.m. to-day.

The Master of the ship is Captain J. H. Ferguson, and the Chief Officer is Mr. J. Schofield, the Chief Officer, to-day, before going on leave.

Other officers of the ship are: Mr. T. A. Goldenberg, second officer; Mr. E. J. Robson, Chief Engineer; Mr. A. Ferguson, second engineer and Mr. J. McKen, third engineer. The wireless officer is Chinese.

Present on the scene of the fire, in addition to the "Standard" Oil officials, and the Superintendent of the Fire Brigade, were: Mr. G. Saunders, Station Officer of the Kowloon Fire Brigade; Mr. W. McIl Smith, Officer in Charge of Mong Lok, and Mr. B. J. Brooks, Assistant Station Officer, Kowloon.

Many police officials were also present, including Inspector W. Maier, of Shamshui Police Station. The Police Emergency was also called out.

After making enquiries at the Kowloon Hospital, the China Mail were informed that the two detained men are progressing quite well, and are comfortable.

The Chip Shing, which is owned by the Indo-China Steam Navigation Co., Ltd., was built by Hall Russell & Co., Ltd., Aberdeen in 1906. Her tonnage is 1,984.

She is currently a cargo ship, and is on the Hong Kong-Tientsin run. She has accommodation for three or four passengers.

CROSS-EXAMINATION
CHECKED.Religion Barred From
Court Case.

QUARREL ON CONTRACT.

Suing the Advertising and Publicity Bureau for \$106 which he alleged was salary due him from last June, Mr. Jones Alberto Gutierrez caused a sensation before Mr. Justice Wood yesterday.

Asking his former employer if he was a Roman Catholic, in an endeavour to discover if he were telling the truth, Mr. Gutierrez was stopped by His Lordship as he conducted his own case.

The plaintiff stated that he had received a reply to an advertisement that he had put into a local paper and was engaged by the defendant firm at a salary of \$150 per month. One month notice on either side was to terminate the agreement. Mr. Gutierrez further said that he was used to being treated as a gentleman, but that Mr. Church, a director of the company, had not given him such treatment. In the event of a dismissal, Mr. Church had told him that he could not work for another advertising company for at least two years.

Mr. Church maintained that the plaintiff knew there was a 24 hour clause in the contract. He said the plaintiff had asked him to strike it out but he had refused.

Mr. Church was put on the stand and the plaintiff asked permission to interrogate him.

Plaintiff: Are you a Roman Catholic?

Witness: No.
Plaintiff: Are you a Protestant?
Witness: I am.

Plaintiff: Do you approach the Commission rails?

His Lordship: You cannot continue along those lines.

Plaintiff: I would like to explain, your Lordship. A man may take an oath in the witness box. If he tells a lie he may be prosecuted by the laws of man, but if he goes to the Commission rail.

His Lordship intervened at that time and said that as the plaintiff was discharged on June 11, he was entitled, under the 24 hours notice clause, to three days' wages and therefore allowed him \$15 damages.

FRENCH REPUBLIC'S
BIRTHDAY.Distinguished Company
Gathers.

In commemoration of the taking of Bastille and the Birth of the Republic, the Consul General for France, M. R. Soulange Telsaier, was "at home" during the forenoon yesterday to Government officials, members of the local Consular Body, members of the French community, and friends, at his residence, "Victoria Lodge," The Peak.

Toasts to H.M. the King and the President of the French Republic, proposed by the Consul and Commodore A. H. Walker, O.B.E., respectively, were honoured.

The gathering included, Captain F. W. Webb, A.D.C., representing His Excellency the Officer Administering the Government, the Hon. Mr. C. G. Alabaster, K.C., Hon. Sir Henry Pollock, K.C., Members of the Consular Body, Hon. Mr. W. E. L. Shenton, Hon. Mr. S. W. T'so, O.B.E., Hon. Mr. R. H. Kote-wall, C.M.G., Mr. Wong Kwong-tin, Mr. Kwok Siu-lau, Bishop H. Valtorta, Rev. Brother Aimar, Director of La Salle College, Mr. J. M. Noronha and many others.

VIOLENCE IN GERMAN
POLITICAL WAR.Prussian Citizens
Warned.

Berlin, Yesterday. A warning to all Prussian citizens against further acts of violence during the political campaign has been issued by Dr. Severing, the State Minister of the Interior.

He says: "Clashes are increasing in amazing numbers and instead of arguments there is fighting with knife and revolver. Day after day the blood of German citizens stains the pavements and political murder rages in the streets."—Reuter.

The World And Its
BudgetsTaxation, Cuts, And Still
More Borrowing

REMEDIES FOR DEFICITS

Budgets must be balanced if nations are to be prosperous and to maintain their credit standing in the eyes of the world, writes the city editor of The Observer. This is an axiom of national economics to which in this country we are paying due regard. Unfortunately, in many quarters of the world it is being more honoured in the breach than in the performance.

In almost every country in the world last year saw governmental expenditure exceeding income. Deficits were the normal course of things. It was only by a great upsurge in this country of national determination that we avoided a deficit here. In September last we were faced with a deficit of no less than \$74,000,000. Fortunately we realised the weakness of our position in time. The Government was changed, a great national effort was called for, and the result was that the financial year ended with a surplus of \$364,000.

Having put our hands to the plough, we are still pursuing the long and weary furrow, and by the continuance of heavy taxation and with the help of a reformed financial system we are hoping to balance this year's Budget and have a surplus of \$795,000.

What are the other nations doing in this matter? The answer is not too reassuring. In the United States the Treasury has stated that the fiscal year, which ends there on June 30, will show a deficit of no less than \$3,000,000,000. Dramatic efforts have been made to rush Bills through Congress with the object of filling up this deficit by immediate increases in taxation.

But in the United States the Government proposes and Congress disposes, and so far it has not been disposed to accept the Government plans. Even should the efforts to bring down the huge deficit prove successful the problem of the future has to be faced, and with falling trade, growing unemployment, and disorganised political parties, the outlook is far from hopeful.

A Rake's Progress. America is naturally a nation of big spenders. It has yet to learn the need for wise spending. Its Rake's Progress was well illustrated by President Hoover at a recent conference of State Governors when he pointed out that total Government expenditure has risen since 1913 from \$2,900,000,000 to \$13,200,000,000, or from 8 to 20 per cent of the national income. In the same period he showed the outstanding debt had risen from \$4,800,000,000 to \$30,600,000,000.

In France the financial policy appears to have been somewhat like that of the ostrich. How far the new Government when it takes office, will stand for the present position remains to be seen. The Budget, as it now stands, provides for nine months' expenditure out of twelve months' income, and on this basis balance with an estimated surplus of 3,886,794 francs.

The hollowness of this assumption, however, was revealed by M. Abel Gardey, the Rapporteur General of the Senate's Finance Committee, who, emphasising the fact that only nine months of expenditure was provided for, declared that when supplementary commitments are taken into account the real Budget will show a deficit of from 3,000,000,000 to 4,000,000,000 francs, which would be increased to over 5,000,000,000 francs if the receipts anticipated from German reparations are excluded. Last year's accounts, he added, show a deficit of no less than 4,000,000,000 francs, and looking forward to 1933 he prophesied a deficit of from 6,000,000,000 to 7,000,000,000 francs. What a change has come over the position since M. Poincaré set himself to the task of putting French finance in order!

Italy has no similar desire to deceive herself, for the Finance Minister stated, in introducing the Budget, that Fascism always faces the facts. At the same time, her method of dealing with her deficit is not orthodox. The deficit for the year 1932-33 is estimated at 1,594,645,997 lire, which follows for the year just closed a deficit of 2,147,000,000 lire. In addition,

there is to be spent 1,000,000,000 lire on public works and 1,000,000,000 in reducing the outstanding liabilities in connection with the liquidation of the Banca d'Italia.

Italy's Make-shift. The Finance Minister paid the usual glowing tribute to the "magnificent effort and supreme virtues of the Italian people," but declared it was the considered opinion of the Cabinet that it would be futile to attempt any further tightening of the burden of taxation. The deficit will therefore be met by borrowing.

Germany has produced a Budget which should balance at a total of 8,300,000,000 Rm., but unemployment relief is left unprovided for, and will be met by the issue of a premium loan. There was a deficit last year of 423,500,000 Rm. The position is, of course, complicated by Reparation liabilities, for which no provision is made. All that the Budget statement added to this problem was the indication that there is a deficit on foreign exchange of about 1,300,000,000 Rm., which would have to be made up by export surpluses, and therefore left no place whatever for even the smallest Reparation transfers.

Japan is another country which has decided to make up its deficit in revenue by borrowing. The estimates for 1932-33 show a net deficiency in revenue of 157,400,000 yen, while in addition a total of 82,500,000 yen has to be provided in connection with the war in China. A loan is to be issued to provide the money required to balance the Budget.

Canada's Example. Canada is following our example. She had a deficit in 1931-32 of \$119,500,000. The Budget for 1932-33 imposes additional taxation and provides for certain drastic economies, with the result that she expects to have a surplus of \$4,300,000.

Central European countries are producing Budgets which, on paper, balance, but in view of existing conditions and the grave exchange and trading problems with which they are faced the outcome of their estimated receipts must be regarded with anxiety.

Czechoslovakia, which, in 1931-32, made up her accounts with a deficit of 880,000,000 k.c., is proposing new taxes for the current year. But she is also expecting to spend 300,000,000 k.c. on unemployment, which she proposes to pay out of a loan she is receiving from France. Thus, wherever one looks, the problems of Budget-balancing are testing statesmen of all countries to the uttermost. In many cases the task of extorting taxes from poverty-ridden peoples is proving insuperable. Everywhere the lesson is the same. The cost of Government must be fitted to the capacity of the people governed.

POISONOUS SPIDER IN
MANILA.Reports of Fatalities
Received.

July 1. A certain species of spider, similar to the insect from which the early American Indians used to extract venom for poisoning their deadly arrows, has been found in Occidental Negros, Leyte, Samar, Batangas, and Tayabas and identified in Manila as really very poisonous to human beings, carabao, cattle, mouse, rat, guinea pig, and rabbit. It was learnt at the bureau of animal industry.

Specimens of this spider have been recently sent to the United States for verification. Dr. Stanton S. Youngberg, some time ago received live specimens of this species of spider from Benigno Abello, a farmer in Isabela Occidental Negros, who reported that some of his cattle died from the bites of the insect. Dr. Manuel L. Roxas, director of plant industry, also received a specimen of the same species from C. T. Bulgana, plant sanitation foreman of the bureau, who reported that that insect's bites had proved fatal not only to large animals but also to birds and cats.

LIBERAL ATTACKS
TARIFFS.But Oxford Union
Disagrees.

CURE FOR DEPRESSION.

London, June 10. Sir Herbert Samuel spoke at the Oxford Union debate recently in support of the resolution, "That this House looks to a revival of Liberal ideas as the best means of restoring the welfare of Great Britain, of the British Empire, and of the world." It was defeated by 184 to 172.

Sir Herbert Samuel said the effects of the present tariff system were concealed from the ordinary observer who did not closely follow economic movements. Our imports might be down compared with last year, and our exports might be slightly higher at the moment. That, however, was not the result of tariffs, but the result of going off gold. Since Great Britain went off gold world prices had dropped by one-sixth, but prices in this country had remained stationary. Protectionists said from the fact that prices had remained stationary that free-traders were wrong when they denied that the foreigner would not pay. That was a dishonest argument. It ignored the fact that the general level of prices throughout the world had fallen, and that but for tariffs prices in this country would also have fallen. Tariffs, therefore, had increased the cost of living in this country.

Referring to what he described as the world's cure, Sir Herbert Samuel said he advocated simultaneous and universal reduction of armaments, the abolition of battleships, submarines, mines, aircraft, and the use of gas, as well as the scrapping of conscript armies. He would also wipe out the War debts and reparations; and simultaneously as a preliminary to its complete abolition he would wipe out one-half of all protective barriers. These were the things the world needed to-day, and these were Liberal ideas.

NOTED AUTHOR
SHUNS PUBLICITY.Woman Who Wrote
"The Good Earth."

NOW IN SHANGHAI.

"I haven't recovered from the sudden surprise yet," is Mrs. Pearl S. Buck's quiet statement in answer to the query as to just how it felt to be a winner of a Pulitzer prize. She arrived in Shanghai recently, and is a guest at the Metropolitan Hotel for a few days before returning to her home in Nanking.

With her is her husband, Professor Z. L. Buck, and her secretary. "The information came as a complete surprise to me," Mrs. Buck modestly asserted yesterday in speaking of her novel, "The Good Earth." "I received a cable from my publishers about it, the day before the news was released in America."

Mrs. Buck was at her home in Nanking when the cable arrived. She had not considered herself eligible to receive the award, inasmuch as she had always believed that the American prize was always given to subjects dealing with some phase of American life. "The Good Earth" is a novel about the Chinese in China and has nothing to do with America, although the author is herself American born. It is but recently that the Pulitzer prize rules have been changed so that the award may go to any subject provided that subject is written by an American author.

Mrs. Buck is very happy about having received the award, but she is also quite modest and even shy about discussing it. All of the "lionizing" which has naturally surrounded her since the news was made public of her triumph, has been a little bewildering to her. But her literary ambitions run far. She has just completed an English translation of the well-known Chinese novel, "Shui Hu Chuan," which John Day and Company will publish soon. Mrs. Buck reads and speaks Chinese as well as English. At present she is not working on a new novel of her own, but plans to begin one soon. "The Good Earth" is now the new novel will be the last work Chinese literature.

BIBLE IS MARK OF
FASCIST.Mussolini Appeals
To Youth.

MILITARISTIC TREND.

Rome, June 18. The motto devised some years ago by Fascist leaders for Italian students is "Libro a moschetto, Fascista perfetto," which translated says, "Book and musket make the perfect Fascist." The greatest possible care is taken to keep this motto fresh in the thoughts of Fascist students, and recently Signor Benito Mussolini, Premier of Italy, addressed a short speech to several thousand Fascist university students and displayed a rifle and a book.

The occasion was a gathering of Fascist university and high school students, with the winners of the Italian Inter-university sports held at Bologna.

"In this year," he said, "in which we honour the memory of Garibaldi... our motto must be now more than ever this—the Duce withdrew from the balcony, but reappeared after a second brandishing a rifle in his right hand and a book in his left. There was a storm of applause and a prolonged demonstration of devotion to Signor Mussolini."

On April 21 last, 100,000 young boys who had reached the age limit were officially admitted into the ranks of the Fascist Party, each of them receiving a rifle, the emblem of their new status.

ELLSWORTH VINES
DEFEATED.Blistered Hand In Match
Against Hopman.

London, June 16. Ellsworth Vines, the American champion, who is seeded No. 2 at Wimbledon, was beaten at Queen's Club yesterday by Harry Hopman, of Australia, in the third round of the London Championship. The score was 6-3, 6-2, 6-8.

The prophecy (writes Mr. A. Wallis Myers) which I ventured to make in yesterday's Daily Telegraph that the tall invader from Pasadena would find his hands full in tackling Hopman, proved to be true. Unfortunately, one of Vines' hands—the palm of his playing hand—was badly blistered, the result of too intensive practice after a sea voyage.

Modest in all he does and says, the American did not mention this handicap when he left the court. "These fellows are too good for me," was the burden of his comment. But it was quite plain to anyone familiar with the visitor's game that he could not generate the driving speed that is the foundation of his aggressive methods.

Nevertheless, after the opening set, when the little Sydney man could not connect with the ball at all, losing six games in a row, Hopman played almost perfect tennis for the occasion. He developed a beautiful touch on the backhand, to which Vines directed most of his attacking shots, and, with the neatest footwork, played a low, turf-clinging stroke.

Vital Points Lost. Had the American been playing Hopman on baked turf, such as America and Australia both provide, his superior speed would probably have prevailed. He would, at any rate, have forced more defensive returns from his opponent and brought into service his shoulder-high volleys, which can be of great power.

As it was, after his easily-taken love set, Vines could never get a game in front. He was safe and often brilliant at the back of the court, but when he ventured forward Hopman's dipping strokes, under the firmest control, drew many of these came in a row when Vines was striving to save a vital service game in the final set, the end was signalled.

For Hopman, despite his small stature, was serving almost as well on the day as the famous server from California. True, he did not get four aces in sequence as Vines once did, but the ace investing his beautifully timed deliveries, made the stroke extremely difficult to counter with an attacking blow. Hopman did not waver a second when he was ahead of five-three, and finished off the match as if he were opposing a club player with a beautiful serve and



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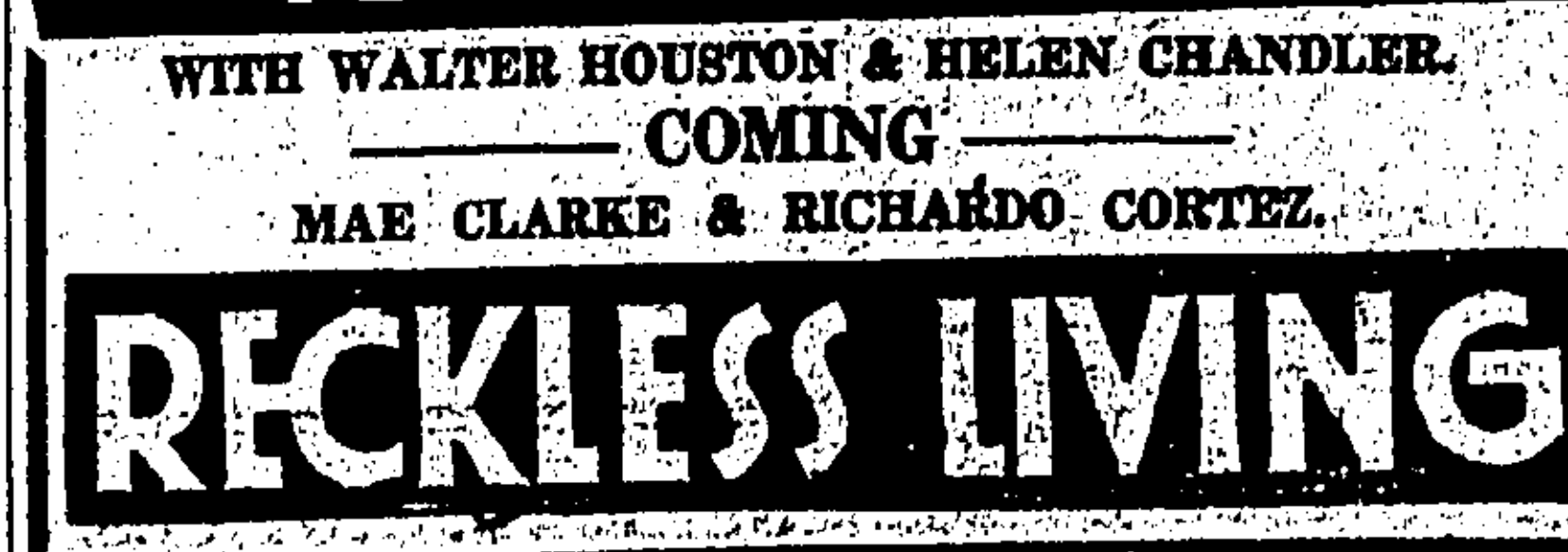
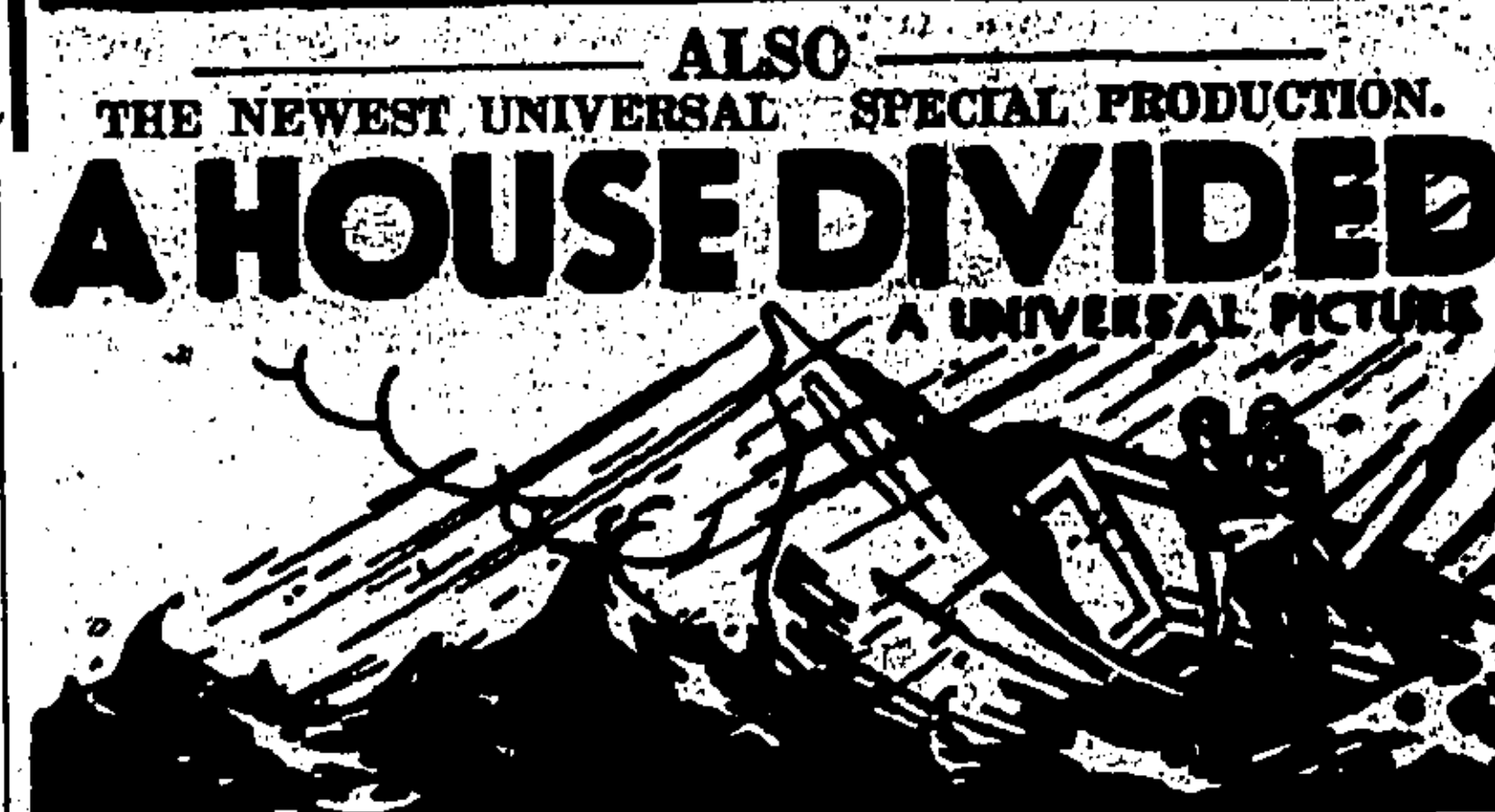
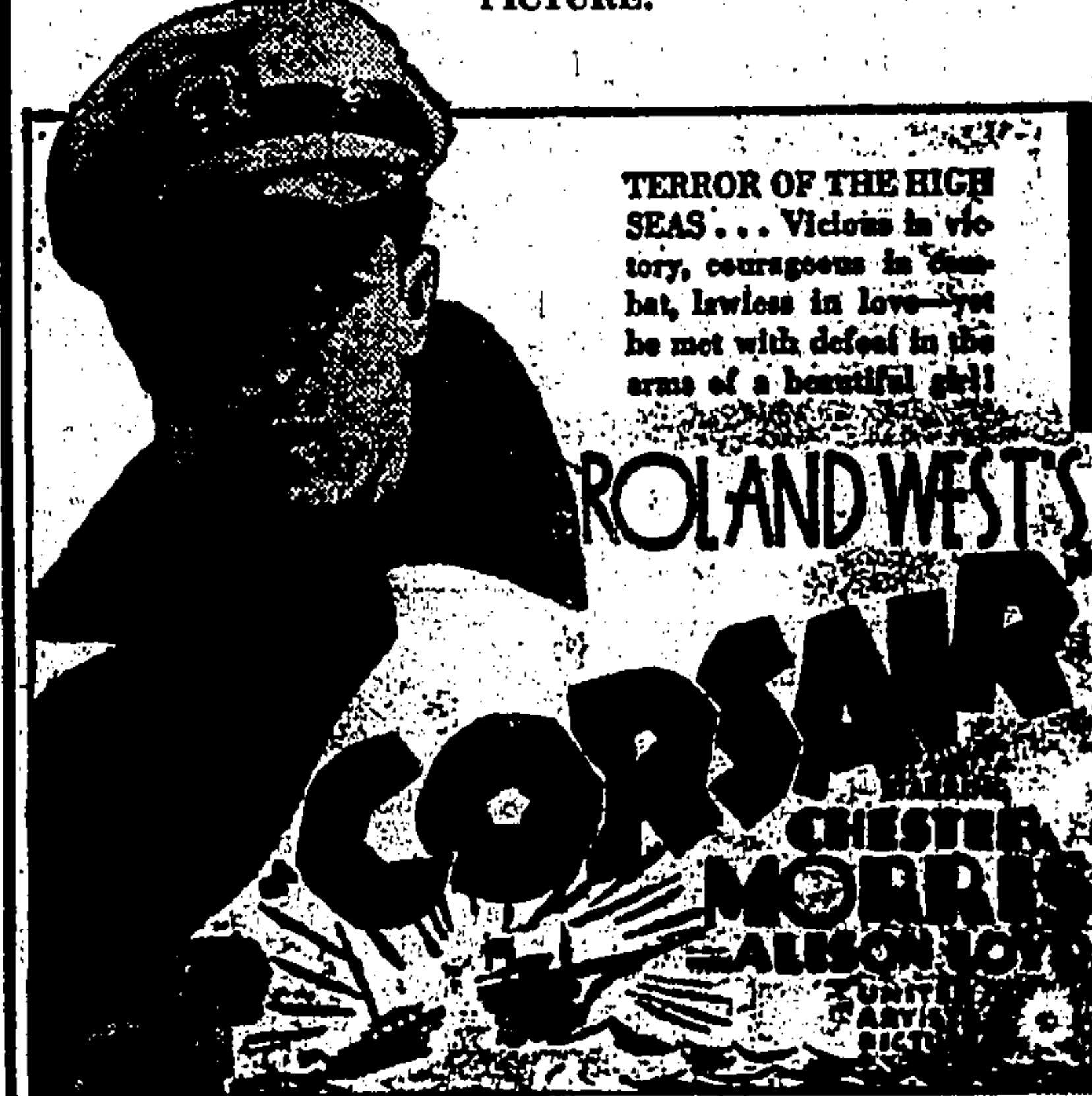
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The China Mail

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Twenty-five words three insertions prepaid \$1.50. Every additional word five cents for three insertions.

All replies under this heading must be called for.

PERSONAL.

TO THE DEAF.—Demonstrations with the All-British Deaf Aid "Ossicle" are now given daily (free and without obligation) at office, Metropolitan Hotel Building, Top Floor, Lee House Street, Morningside, 10.30 to 11.30 a.m. Free demonstrations by appointment only, 2.30 to 4. Various models to suit the divergent forms and aspects of respective cases. Local service. Address communications to "Ossicle," G.P.O. Box No. 559.

FOR SALE

MOTOR TRUCK (Sanford 3 ton) for sale. Little used, excellent condition. Can be seen at Dragon Garage, Happy Valley. Offers to Box No. 727, c/o "China Mail."

FOR SALE.—Hong Kong & Directory now on sale at the offices of the Publishers, 3A, Wyndham Street.

TYPHOON MAP of the CHINA SEA. The Landman's Handy Guide to locating the Centre of the Typhoon. Price 50 cents.—Newspaper Enterprise, Ltd., "China Mail" Office, 3A, Wyndham St.

"COASTWISE"—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay, and W. L. Handyside. Price \$1, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone 20022.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the Eastern Extension Telegraph Co.'s office:

Fligence Fok, 224, Wanchai Road, from Seremban. R. C. Ford, c/o Hotel Cecil, from London.

Lotely, S. Ruckelshaus (Sausurpor), from Port Said. C. C. CLARKE, Hong Kong, July 14, 1932.

NEW ADVERTISEMENTS.

G. B. IN THE SUPREME COURT OF HONG KONG.

In the matter of the Estate of BERNARD RICHARD MOOREHEAD, late of Victoria in the Colony of Hong Kong, Architect deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an order limiting the time for sending in claims to or against the above estate to the 11th day of August, 1932.

CREDITORS and CLAIMANTS are hereby required to send their CLAIMS to the undersigned by the above date.

(Sd.) E. P. H. LANG, Official Administrator.

Dated this 14th day of July, 1932.

NOTICE.

THE SANITARY BOARD wishes to draw the attention of the public to the possibility of contracting cholera from eating uncooked vegetables and fruit.

J. H. GELLING, Secretary, Sanitary Board.

11th July, 1932.

GOVERNMENT NOTICES.

G. B. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 18th day of July, 1932, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one lot of Crown Land near Causeway Bay, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Approx. Value
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	100,000 sq. ft.	\$100,000

GENERAL NOTICES.

HONG KONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of 23 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1932, at rate of 1/8% per Dollar. THE DIVIDEND will be payable on and after MONDAY, 8th AUGUST, 1932, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, 25th July, to SATURDAY, 6th August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors: V. M. GRAYBURN, Chief Manager.

Hong Kong, 12th July, 1932.

LAMBERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions.

POST OFFICE NOTICE.

INWARD MAILS.

SATURDAY, JULY 16. U.S.A., Canada, Japan & Shanghai (Seattle, June 25) President Madison (Ship due at 7 p.m., July 15.) Shanghai and Swatow Suiyang

SUNDAY, JULY 17. Shanghai and Amoy Tainan Calcutta and Straits Kumsang

MONDAY, JULY 18. Straits Persaus President Hoover Manila

TUESDAY, JULY 19. Japan and Shanghai Felix Roussel Saigon Angkor

THURSDAY, JULY 21. Australia and Manila Kitano Maru

FRIDAY, JULY 22. London Parcells only (London, June 16) Patroclus Japan Sirghana

Japan Kamo Maru Japan and Shanghai Chichibu Maru Japan and Shanghai Haruna Maru

Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., July 2) Empress of Canada

SATURDAY, JULY 23. Shanghai Tevere U.S.A., Honolulu, Japan and Shanghai (San Francisco, June 24) President Harrison

SUNDAY, JULY 24. Japan and Shanghai Hikawa Maru

OUTWARD MAILS.

FRIDAY, JULY 15. Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Rajputana (Due Marseilles, Aug. 12.) G.P.O.

K.P.O. Parcells July 15, 4.30 p.m. Registration July 16, 9 a.m. Letters July 16, 10 a.m.

Samahui and Wuchow Kongso 4 p.m. Bangkok Marosa 4.30 p.m. Saigon Clara Jebson 4.30 p.m. Amoy Tilawa 5 p.m. Shanghai and Japan Kashmir 5 p.m.

SATURDAY, JULY 16. Manila President Madison 4.30 p.m. Amoy Hosang 5 p.m.

SUNDAY, JULY 17. Bangkok via Swatow Kaying 9 a.m. Swatow, Amoy and Formosa Canton Maru 9 a.m.

MONDAY, JULY 18. Shanghai, Japan, Honolulu, U.S.A. *Canada, C. and S. America and *Europe via San Francisco

TUESDAY, JULY 19. Batavia Tjileboet 10 a.m. Saigon, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles

WEDNESDAY, JULY 20. Swatow Sandviken 8.30 a.m. Sandakan Maosang 10.30 a.m. Halphong Canton 2.30 p.m. Amoy Tainan 3.30 p.m.

THURSDAY, JULY 21. Rabaul Bremerhaven 10.30 a.m. Holihow and Bangkok Kweiyang 10.30 a.m. *Straits and Calcutta Yuensang

*Manila, Australia and New Zealand via Thursday Island Taiping (Due Thursday Island, Aug. 2.)

Parcells July 21, 5 p.m. Registration July 22, 9.45 a.m. Letters July 22, 10.30 a.m.

*Superscribed Correspondence only.

CHINESE GIANT OF NANKING.

Eats 40 Loaves At One Sitting.

Nanking, July 1. China, looked upon as a nation of small statured men, has its giant and according to his girth and height, China is veritably a country of Lilliputians.

He is Mr. Chang Shu-mei and he is a waiter in the Continental Park here. He is 23 years old, and earns about \$3 a month, out of which he supports a large family besides spending 30 dollars a month alone on his food. He eats 40 loaves of Chinese bread in a single meal. He is two-thirds taller than a man of normal height.

Chang says despite the fact that he sees hundreds of people in the Park daily, he is very lonely, as there is no one in his part of the world with whom he can talk face to face without bending almost double.

KING OF SMUGGLERS IMPRISONED.

Used Aircraft And Steamships.

Carlo, June 15. The adventurous career of Egypt's "King of Drug Smugglers" was closed to-day with a sentence of five years' imprisonment and a fine of \$1,000 passed upon Mohamed Mustafa, Nafe and four accomplices under the Narcotics Act.

The gang's activities in international smuggling included the use of aeroplanes and the organization of a steamship line in which the 5,000-ton vessel Nafe was used mainly for smuggling.

Mohamed Mustafa, Nafe spent five years of inactivity during the Great War, when he was exiled from Egypt to Malta.

Six alleged accomplices were acquitted, and the prosecution is appealing against this decision.

NEW YORK STOCK EXCHANGE.

A.O.F.C. Quotations.

New York, Yesterday. Last To-day's Changes.

30 Industrials 44.88 44.84 - .04
20 Rails 14.70 14.81 + .11
20 Utilities 17.98 17.75 - .23

Messrs. E. A. Pierce & Co. report: The market is uncertain. Business done: 1,000,000 shares.

Last To-day's Price Price

Air Reduction 35 34 1/2
Allied Chemical & Dye 47 47 1/2
American Can 35 34 1/2

American Telephone & Telegraph 74 73 1/2
American Tobacco "B" 54 53 1/2
Auburn 52 51 1/2

Borden Company 22 21 1/2
Canadian Pacific 10 9 1/2
Consolidated Gas of New York 37 36 1/2

Drugs, Inc. 28 27 1/2
Du Pont de Nemours 25 24 1/2
Eastman Kodak 38 37 1/2

General Electric 10 9 1/2
General Foods 22 21 1/2
General Motors 8 7 1/2

International Harvester 18 17 1/2
International Tel. & Tel. 5 4 1/2
Liggett & Myers "B" 43 42 1/2

Loew's Inc. 16 15 1/2
Pacific Gas & Electric 20 19 1/2
Pennsylvania Railway 7 6 1/2

Radio Corporation 4 3 1/2
Sears Roebuck 12 11 1/2
Standard Oil Company of New Jersey 26 25 1/2

Secord Vacuum Corp. 7 6 1/2
Union Carbide & Carbon 17 16 1/2
Union Pacific 31 30 1/2

United Aircraft & Trans. 9 8 1/2
United States Steel 23 22 1/2
Westinghouse E. & M. 18 17 1/2

Reuter.

LOCAL SHARE.

The official summary issued by the Stock Exchange to-day states: No fresh developments occurred this morning, the market, if anything, having again turned quiet.

Sales.

Hong Kong Banks, \$1,600/1,610.
Union Insurances, \$455.

Raubs, \$38 1/2.
H.K. & K. Wharves, \$135.
Hong Kong Lands, \$77 1/2.

Ewo Cottons, Tls. 13.35/13.40.
Hong Kong Electric, \$72 1/2.
Telephones (P.P.), \$21.80/22.00.

Dairy Farms, \$28.10.

Buyers.

Union Insurances, \$450.
China Fire Insurances, \$600.
Hong Kong Steamboats, \$20 1/2.

Union Waterboats, \$19 1/2.
H.K. & W. Docks, \$18 1/2.
Providents (Old), \$4.80.

H.K. Hotels (Old), \$10 1/2.
Hong Kong Lands, \$77 1/2.
Hong Kong Realities, \$11.10.

Ewo Cottons, Tls. 13.30.
Hong Kong Trams, \$22 1/2.
Star Ferries.

Yaumati Ferries (Old), \$33 1/2.
Yaumati Ferries (New), \$32 1/2.
China Light (Old), \$17 1/2.

Hong Kong Electric, \$72 1/2.
Telephones (P.P.), \$21 1/2.
Malaban Sugars, \$20.

Cements (Combined), \$17.40.
Dairy Farms, \$27 1/2.
H.K. Amusements, \$19 1/2.

Constructions (Old), \$6.

Sellers.

Union Insurances, \$457 1/2.
International Assoc., Tls. 4.
Kallan Mining Ad., 25 1/2.

Dairy Farms, \$28 1/2.
Wallace Harpers, \$18.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank wire 1/8 1/4
Bank on demand 1/8 1/4
Bank 4 months' sight 1/8 1/4

Credits, 4 months' sight 1/4 1/4
On Paris—

On demand 575
Credits, 4 months' sight 615
On Berlin—

On demand Nom.
On New York—

On demand 22 1/2
Credits, 60 days' sight 23 1/2
On Bombay—

Wire 84 1/2
On demand 84 1/2
On Calcutta—

On demand 84 1/2
On Singapore—

On demand 54 1/2
On Manila—

On demand 45
On Shanghai—

On demand 76 1/2
On Yokohama—

On demand 79 1/2 nom.
On Hong Kong (Bank's buying rate) 1/4
Silver (per oz.) 17
Bar Silver in Hong Kong 17
Copper Cash Nom.
Copper Cents 1 1/2
Rate of Native In-

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations, July 15, 1932.

Next Settlement Day, Tuesday, July 26, 1932.

STOCK Buy-Sell-Sale Nom. Fin. Last dividend and when paid

Banks

Hong Kong Bank 1600/1610 Do. (Final 25.15) (1931-32) Feb. 28, 32

Chartered Bank 192 Do. (Final 17.50) (1931-32) Mar. 1, 32

Mercantile Bk., Ltd. 904 Do. (Final 17.50) (1931-32) Mar. 1, 32

Bank of East Asia 113 Do. (Final 17.50) (1931-32) Mar. 1, 32

Amer. O. Fin. Corp. 95 Do. (Final 17.50) (1931-32) Mar. 1, 32

Ch. Fin. Cor. Ord. Tls. 6 Do. (Final 17.50) (1931-32) Mar. 1, 32

Insurance

Canton Ins. 1800 Do. (Final 17.50) (1931-32) May 12, 32

Union Ins. 450/451 455 Do. (Final 17.50) (1931-32) May 27, 32

China Underwriters 315 Do. (Final 17.50) (1931-32) May 27, 32

China Fire Ins. 800 Do. (Final 17.50) (1931-32) May 27, 32

H. K. Fire Ins. 1195 Do. (Final 17.50) (1931-32) Mar. 30, 32

International Assoc. Tls. 4 Do. (Final 17.50) (1931-32) Mar. 30, 32

Shipping

Douglas 36 Do. Last dividend for 1931 Mar. 30, 32

H. K. Steamboats 304 Do. Last dividend for 1931 Mar. 30, 32

Indo-China (Pref.) 45 Do. (Final 17.50) (1931-32) June 12, 32

Shells Reaser 38 1/2 Do. (Final 17.50) (1931-32) July 6, 32

Union Waterboats 104 Do. (Final 17.50) (1931-32) Mar. 30, 32

Mining

Benguet 162 Do. (Final 17.50) (1931-32) June 30, 32

Kailash Mining Ad. 25 Do. (Final 17.50) (1931-32) May 1, 32

Langkate (Single) 4 Do. (Final 17.50) (1931-32) May 1, 32

Shal Exploration Tls. 2.10 Do. (Final 17.50) (1931-32) May 1, 32

Raubs 38 1/2 Do. (Final 17.50) (1931-32) Feb. 6, 32

Venezuela Gold Fields 11 Do. (Final 17.50) (1931-32) June 6, 32

Benguet Explorations 31 1/2 Do. (Final 17.50) (1931-32) June 6, 32

Docks, Wharves, Godowns, &c.

H. K. & K. Wharves 189 Do. (Final 17.50) (1931-32) Mar. 10, 32

H. K. & W. Docks 189 Do. (Final 17.50) (1931-32) Mar. 10, 32

South Ch. Motors (A) 10 Do. (Final 17.50) (1931-32) Mar. 10, 32

China Provident (old) 3 Do. (Final 17.50) (1931-32) Mar. 10, 32

Hongkong (new) 2.30 Do. (Final 17.50) (1931-32) May 19, 32

N. Engineering Tls. 8 Do. (Final 17.50) (1931-32) Mar. 8, 32

Shanghai Docks Tls. 76 Do. (Final 17.50) (1931-32) July 22, 32

Lands, Hotels & Buildings

H.K. & S. Hls. (old) 102 Do. (Final 17.50) (1931-32) Mar. 18, 32



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
 CHICHIBU MARU Wednesday, 27th July.
 TATSUTA MARU Wednesday, 10th August.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
 HIKAWA MARU Tuesday, 2nd August.
 HIYE MARU Tuesday, 30th August.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
 HARUNA MARU Saturday, 23rd July.
 KATORI MARU Saturday, 8th August.
SYDNEY & MELBOURNE via Manila & Port.
 KAMO MARU Saturday, 23rd July.
 KITANO MARU Saturday, 27th August.
OMBAY via Singapore, Penang, & Colombo.
 TOKIWA MARU 29th July.
 IYO MARU Thursday, 11th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
 RAKUYO MARU Monday, 8th August.
NEW YORK, BOSTON via Panama.
LIVERPOOL via Port Said, Genoa, & Valencia.
 DELAGOA MARU Wednesday, 17th August.
CALCUTTA via Singapore, Penang & Rangoon.
 CALCUTTA MARU Friday, 29th July.
 MURORAN MARU Monday, 8th August.
SHANGHAI, KOBE & YOKOHAMA.
 TOKUSHIMA MARU (Mojito direct) Sunday, 17th July.
 YASUKUNI MARU Tuesday, 19th July.
 KITANO MARU (Nagasaki direct) Friday, 22nd July.
 † Cargo only.
 For further information apply to:—NIPPON YUSEN KAISHA
 Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Santos Maru	Thurs., 25th Aug.
MOBASA, ZANZIBAR, DAR-ES-SALAAM, BRIHA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Arizona Maru	Sun., 7th Aug.
MELBOURNE via Brisbane & Sydney.	Sumatra Maru	Sun., 24th July
JAPAN PORTS (Frequent Services).	Atlas Maru	Tues., 9th Aug.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Saiyo Maru	Fri., 22nd July
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Borneo Maru	Tues., 19th July
MOBASA via Singapore, Penang & Colombo.	Havana Maru	Wed., 20th July
CALCUTTA via Singapore, Penang & Rangoon.	Hotan Maru	Sun., 24th July
KEELUNG via Swatow & Amoy (8 p.m. every Sunday).	Batavia Maru	Wed., 10th Aug.
JAPAN PORTS via Takao & Keelung.	Dell Maru	Thurs., 28th July
TAKAO via Swatow & Amoy (Noon).		

For further particulars please apply to:—
OSAKA SHOSEN KAISHA.
 Telephone 23061.

CHARTERERS MUST PAY COSTS.

Though Contract Broken.
 RECENT INSTANCE.

Charterers who break the terms of the charter are, like anyone else who breaks a contract, bound to put the other party in the same position, as far as money will, as that in which he would have been if the contract had been fulfilled. On the other hand, once a contract has been broken it is the duty of the aggrieved party to do all he reasonably can to minimize his own loss.

The difficulty of ascertaining what "would have been" is apt to be great in charter-party cases. Two points recently came before a court in consequence of a failure to load under Charter-party, 1914, River Plate Charter-party, 1914, homewards. The ship, which was to have taken in grain at Rosario,

duly tried to minimize damages by collecting a cargo of sugar from Cuba for Greenock. But when damages came to be assessed, one question that arose related to the expenses of discharging the original intended cargo. For the charter-party gave the charterers a number of options, and the cost of discharging varies, of course, from port to port. The shipowners suggested Belfast, where the cargo had in fact eventually been taken; but the charterers contended for Ipswich, the most costly of the ports named, and £800 more expensive than Belfast. The judge held that the charterers' contention was reasonable, and credit must be given accordingly. The other point concerned wharfage dues at Rosario. Under the charter-party, charterers were entitled to 83 days for loading. The loading might, however, conceivably take only three days; and the suggestion made by the shipowners was that the vessel might have lain out in the harbour and that the assessment ought not to deduct some \$400 wharfage dues. The judge found, however, that in practice cargo might well arrive in small quantities; that the charterers had the right to hold the steamer at the wharf continuously; and consequently credit must be allowed for the dues which would have become payable.



ENTERTAINMENTS IN JAPAN.

Programme At Unzen Park.

The Unzen Park Administration Office have announced a programme of entertainments to be held during this summer.
 Unzen comprises the well-known hot spring hill resorts near Nagasaki, Japan, the climate there being exceptionally cool in summer, and many foreign residents in China, including Hong Kong, go to spend their vacation there during the summer months.
 The programme of entertainments is as follows:—
 August 1—Professional Archery Exhibition.
 August 3—Suwa Lake Hunting.
 August 5—Exhibition of Japanese Fencing.
 August 7—International Amateur Race Meeting.
 August 8—Japanese Dance Display.
 August 10-12—International Tennis Tournament.
 August 13—International Fancy Dress Ball.
 August 16-17—International Golf Tournament.
 August 21—International Archery Tournament.
 August 23—Picnic to Amakusa Peninsula.
 August 27—Picnic to Mount Aso.

HARBOUR OFFICE.

Good Freight Figures Recorded.

The Harbour Office Reports for the 24 hours ended 9 a.m. yesterday gave a free movement of vessels with a high tonnage. Freight were up to the mark, both the inwards and throughs reaching five figures. The total tonnage entered was 55,451.
 There were 16 inward registries, of which 11 were British and three of four figures, while of the 12 throughs, seven were British and nine of four figures. Two vessels arrived in ballast.
 Passengers entered during the period included 98 Europeans and 1,861 Asiatic deck. British vessels carrying 2,039 out of the total in all classes.
 Details follow:—

Nationality	Arr.	H'Kong	Dep.	Through
British	14	8,643	5	10,677
Norwegian	1	229	1	1,159
Japanese	4	973	4	10,232
Chinese	2	164	2	1,500
Dutch	—	—	—	—
	21	10,019	13	23,598

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Benvenue are reminded to take delivery of their goods which will be subject to rent after July 18.
 Consignees of cargo ex s.s. Tevere are reminded to take delivery of their goods which will be subject to rent after July 19.

SLEEPERS TRAPPED BY FLOODS.

Tragedy At Nice As River Rises.

Nice, Yesterday.
 A grim struggle to save the lives of homeless and unemployed, trapped asleep in underground vaults by floods, is being witnessed by thousands of holiday makers. Numerous unemployed, who habitually asleep under the arches and vaults adjoining the River Paillon, were awakened at midnight by swirling flood-waters, rapidly rising and cutting off escape.
 Shrieks brought assistance and some were saved. The number of casualties is unknown.
 The crowds at present are watching a long tunnel through which the river flows to the sea, for bodies.—Reuter.

ARRIVALS OF SHIPS.

Wednesday, July 13.
 Anshun, British str., 1,869 tons, Capt. J. A. McCulloch, from Amoy, buoy No. B15.—B. & S.
 Bremerhaven, German str., 917 tons, Capt. Beck, from Madang, buoy No. C5.—Melchers & Co.
 Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.
 China Maru, Japanese str., 4,266 tons, Capt. O. Mayeda, from Dairen, Kowloon Wharf.—N.Y.K.
 City of Perth, British str., 4,153 tons, Capt. G. Swinney, from Shanghai, buoy No. A4.—Bank Line.
 Durban Maru, Japanese str., 4,382 tons, Capt. Y. Matsuo, from Dairen, buoy No. A2.—N.Y.K.
 Haldia, British str., 1,144 tons, Capt. W. Freer, from Saigon, buoy No. B11.—Wo Fat Sing.
 Halldor, Norwegian str., 840 tons, Capt. J. Hansen, from Bangkok, buoy No. B4.—Thoresen & Co.
 Hong Hwa, British str., 1,924 tons, Capt. H. G. Hay, from Swatow, buoy No. A15.—Ho Thong & Co.
 Hydrangea, British str., 561 tons, Capt. J. Mitchell, from Swatow, Chiu On Wharf.—Chiu On & Co.
 Lyeemooon, British str., 1,734 tons, Capt. E. Holmes, from Swatow, buoy No. B18.—Kwong Nam & Co.
 Medon, British str., 3,627 tons, Capt. J. A. Stewart, from Singapore, Holt's Wharf.—B. & S.
 New Mathilde, British str., 842 tons, Capt. R. Mitchell, from Haiphong, Stonecutters Anchorage.—Yik Tai S.S. Co.
 Rawalpindi, British str., 9,459 tons, Capt. R. H. Stricker, from Singapore, Kowloon Wharf.—M.M. & Co.
 Sandviken, Norwegian str., 1,775 tons, Capt. Norvald, from Swatow, West Point Wharf.—J.M. & Co.
 Tai Lee, Chinese str., 1,044 tons, Capt. Z. Masaki, from Swatow, (Continued in next Column.)

CONSIGNEES.

LLOYD TRIESTINO.

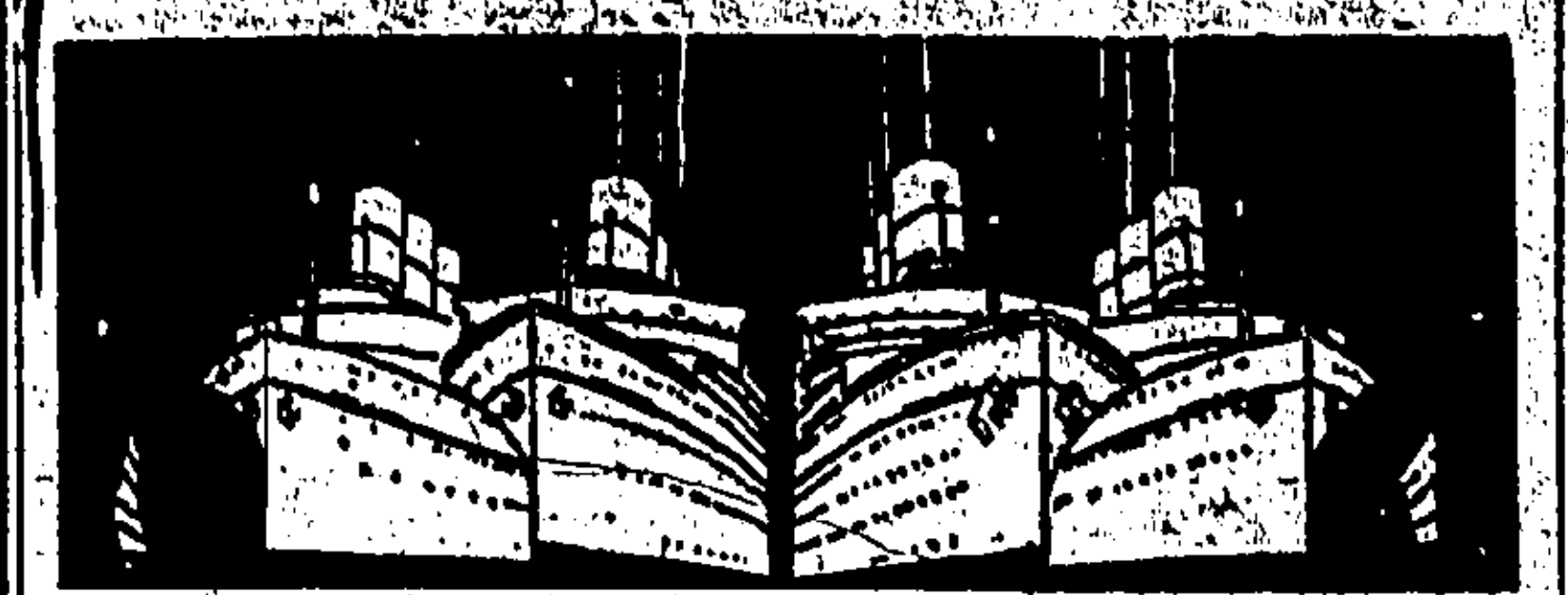
NOTICE TO CONSIGNEES.

Steamer, "TEVERE"
 From TRIESTE, VENICE, BRINDISI, PORT SAID, SUEZ, BOMBAY, COLOMBO & SINGAPORE.
 Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
 Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.
 No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.
 All claims against the vessel must be presented to the undersigned on or before the 28th instant, or they will not be recognised.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. In the case of dutiable cargo, Consignees are requested to inform the Imports & Exports Office that they have such goods for examination. No Fire Insurance has been effected.
 Bill of Lading will be countersigned by
DODWELL & CO., LTD.
 Agents.
 Hong Kong, 13th July, 1932.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.
 From LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship, "BENVENUE"
 Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
 No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th July, 1932, will be subject to rent.
 All claims against the steamer must be presented to the undersigned on or before the 3rd August, 1932, or they will not be recognised.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th July, 1932, at 10 a.m. by Messrs. Goddard & Douglas.
 To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
 Agents.
 Hong Kong, 12th July, 1932.
 (Continued from previous Column.)
 buoy No. B9.—Loong Tai Hong.
 Tevere, Italian str., 4,442 tons, Capt. B. Guido, from Singapore, Kowloon Wharf.—Doddwell & Co.



ARISTOCRATS OF THE PACIFIC "EMPRESSES"

Offer the Utmost in
SPEED — SIZE — SPACE — LUXURY
 AND
SERVICE

Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Leave	Leave	Leave	Leave	Leave	Leave	Arrive
Emp. of Canada July 29 Aug. 1	Aug. 3 Aug. 5 Aug. 11 Aug. 16	Aug. 12 Aug. 15 Aug. 16 Aug. 18 Aug. 20 Aug. 27 Aug. 28	Aug. 25 Aug. 28 Aug. 29 Aug. 31 Sept. 2 Sept. 3	Sept. 9 Sept. 12 Sept. 13 Sept. 15 Sept. 17 Sept. 24	Sept. 23 Sept. 26 Sept. 27 Sept. 29 Oct. 6 Oct. 11	Oct. 7 Oct. 10 Oct. 11 Oct. 13 Oct. 15 Oct. 24
Emp. of Japan Aug. 12 Aug. 15 Aug. 16 Aug. 18 Aug. 20 Aug. 27 Aug. 28	Aug. 25 Aug. 28 Aug. 29 Aug. 31 Sept. 2 Sept. 3	Sept. 9 Sept. 12 Sept. 13 Sept. 15 Sept. 17 Sept. 24	Sept. 23 Sept. 26 Sept. 27 Sept. 29 Oct. 6 Oct. 11	Oct. 7 Oct. 10 Oct. 11 Oct. 13 Oct. 15 Oct. 24	Oct. 21 Oct. 24 Oct. 25 Oct. 27 Oct. 28 Nov. 3 Nov. 8	Nov. 4 Nov. 7 Nov. 8 Nov. 10 Nov. 12 Nov. 21
Emp. of Canada Nov. 18 Nov. 21	Nov. 23 Nov. 25 Dec. 1 Dec. 6					

HONG KONG — MANILA.

EMPRESS OF CANADA July 22.

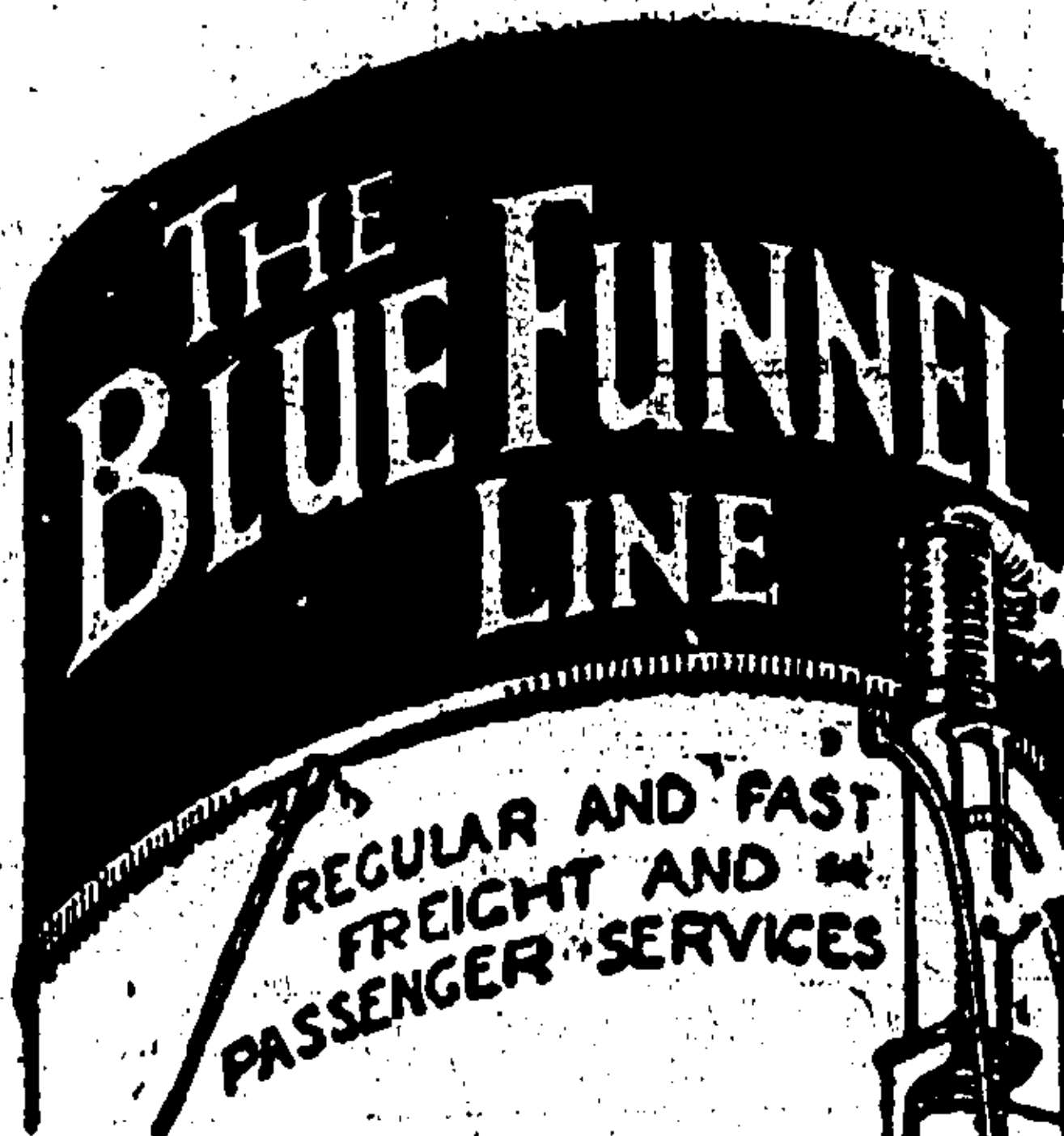
REDUCED FARES TO EUROPE

EXCEPTIONALLY LOW SUMMER EXCURSION

fares to
JAPAN — HONOLULU — VANCOUVER — EUROPE

CANADIAN PACIFIC

THE WORLD'S LARGEST TRAVEL SYSTEM.



LONDON SERVICE.

"DEUCALION" 20th July For M'les, L'don, B'ham and H'burg
 "SARFEDON" 3rd Aug. For Marseilles, London, Rotterdam and Glasgow

LIVERPOOL SERVICE.

"EUMARUS" 27th July For Liverpool, Havre and Glasgow
 "TEIBIAS" 27th Aug. For Genoa, T'pool, Havre and Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
 "TYNDAREUS" 14th July For Victoria, Seattle and Vancouver
 "PROTEUS" 4th Aug. For Victoria, Seattle and Vancouver

INWARD SERVICE.

"PERSEUS" Due 18th July For Kobe and Yokohama
 "FATBOULUS" Due 22nd July For Shanghai, Yokohama, Taku and Dairen

Specially reduced fares are quoted for cargo steamers with limited passenger accommodation.

For freight, passage rates and information apply to the undersigned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.

Agents.

TRAVEL A.O. LINE.

To AUSTRALIA. Call at M'les (P. & J.), Thursday, 15. Call at Melbourne, Sydney and Melbourne.
BRITISH STEAMERS, CHARTER, TAIPING (SUNSHINE)
 FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
 ELECTRIC LAUNDRY, BARBER, SHOE REPAIRING and STEWARD'S CARRIAGE.
 Only One Hour Leave at Australia and New Zealand. Hong Kong, Sydney—10 Days.
 FIRST CLASS FARE TO SYDNEY, RETURN
 LONDON (via Australia) from £124.15.0.
 (Passenger Protection of the A.O. Line)

STEAMER	Leave	Arrive	Leave	Arrive
TAIPING	15 July	15 July	15 July	15 July
CHARTER	15 Aug	15 Aug	15 Aug	15 Aug
TAIPING	15 Sept	15 Sept	15 Sept	15 Sept
CHARTER	15 Oct	15 Oct	15 Oct	15 Oct

AUTRAKIA ORIENTAL STEAMSHIP CO. LTD.
 100, Queen's Road, Hong Kong.

SHIPBUILDERS, SHIP REPAIRERS, BOILER MAKERS, FORGE MASTERS, OXY-ACETYLENE, AND ELECTRIC WELDERS, MECHANICAL, AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONG KONG, LIMITED.
 SALVAGE TUG "TAIKOO"
 1100 H.P. 2000 TONS
 V.P. & N. 400 METERS

— DRY DOCK —

Length 787 Feet.
 Length on Blocks 750 Feet.
 Depth on Centre of
 SHIP (H.V.O.S.T.) 64 ft. 6 in.

— THREE SLIPWAYS —

Capable of Handling Ships Up to 4,000 Tons Displacement.
 Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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 BUTTERFIELD & SWIRE.
 Sole Agents for HONG KONG, CHINA & JAPAN.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
RAJPUTANA	17,000	16th July	Bombay, Marseilles & London.
*ALIPURE	7,000	27th July	Straits, Colombo & Bombay.
MANTUA	11,000	30th July	Bombay, Marseilles & London.
†*SUDAN	8,500	6th Aug.	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	18th Aug.	Bombay, Marseilles & London.
RANPURA	17,000	27th Aug.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
†*BURDWAN	8,500	3rd Sept.	Bombay, Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.
RANCHI	17,000	24th Sept.	Bombay, Marseilles & London.
CARTHAGE	14,000	8th Oct.	Bombay, Marseilles & London.
†*SOMALI	8,500	15th Oct.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	18,000	22nd Oct.	Bombay, Marseilles & London.
RAJPUTANA	17,000	31st Nov.	Bombay, Marseilles & London.
†*BANGALORE	8,500	12th Nov.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	From Hong Kong About	Destination.
*SIRDHANA	8,000	24th July	Singapore, Penang & Calcutta.
TILAWA	10,000	8th Aug.	
TALMA	10,000	20th Aug.	

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hong Kong About	Destination.
NELLORE	7,000	30th July	Manila, Rabaul, Brisbane, Sydney & Melbourne.
TANDA	7,000	2nd Sept.	
NANKIN	7,000	1st Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan — June to Sept.

S.S.	Tons	From Hong Kong About	Destination.
TILAWA	10,000	16th July	Amoy, Shanghai, Moji, Kobe & Osaka.
*KASHMIR	9,000	16th July	Shanghai, Moji, Kobe & Yokohama.
*BURDWAN	8,500	27th July	Shanghai, Moji, Kobe & Yokohama.
RALMA	10,000	28th July	Amoy, Shanghai, Moji, Kobe & Osaka.
RANPURA	17,000	28th July	Shanghai, Kobe & Yokohama.
TANDA	7,000	5th Aug.	Shanghai, Kobe, Osaka & Yama.
SANTHIA	8,000	11th Aug.	Amoy, Moji, Kobe & Yokohama.
MALWA	11,000	11th Aug.	Shanghai, Moji, Kobe & Yokohama.
*NOVARA	7,000	18th Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	7,000	22nd Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
RANCHI	17,000	25th Aug.	Shanghai, Kobe & Yokohama.
*SOMALI	8,500	31st Sept.	Amoy, Moji, Kobe & Yokohama.
SIRDHANA	8,000	8th Sept.	Shanghai, Kobe & Yokohama.
CARTHAGE	14,000	8th Sept.	Shanghai, Kobe & Yokohama.
NALDERA	18,000	22nd Sept.	Shanghai, Kobe & Yokohama.
*BANGALORE	8,500	1st Oct.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	7th Oct.	Shanghai, Kobe & Yokohama.

* Cargo only. † Calls Nagoya.

All ships are equipped with wireless telegraphy and other modern appliances.
All cabins are fitted with electric fans or Purina Louvre System.
Passengers on London and Australia Lines are fitted with Lavatories.
Passenger messengers, not more than 1 in 10, will be provided at the Company's Office to be seen on the day previous to sailing.
For further information, please apply to the Agents.
MACDONNELL, MACKENZIE & CO.
P. & O. Building, Commercial Road, Hong Kong. Agents.

AMERICAN CAPTAIN MISSING.

Disappears From Ship
On Yangtze River.

Peking, Yesterday.
Captain Joseph Mico, the American skipper of the Yangtze Company's s.s. Ichang, disappeared about midnight on July 12 between Hankow and Ichang.

Lieut. Hogarth, U.S.N., who was a passenger, took the vessel to Ichang.—Reuter.

HISTORY OF THE DIESEL ENGINE.

Originated In
Glasgow.

CHEAPER THAN STEAM.

London, May 30.
At the recent annual dinner of the Diesel Engine Users Association, Mr. Charles Day, who is better qualified, perhaps, to speak on the subject than anyone in this country, gave some particulars of the history of the Diesel engine, which are worth placing on record. He said that the credit for the introduction of the Diesel engine should not, as is generally supposed, be given to him; the first engine of the type was built at Mirreles, Watson's works at Glasgow before he joined the firm.

The engine was, however, more or less abandoned, and when Mr. Charles Day became associated with Mirreles, Watson and Co. he interested himself in it, built two other larger sets and ran all three units quite satisfactorily. One of them is now about 34 years old and the others over 30 years old, and all are, according to Mr. Day, operating successfully now. The fuel consumption is equal to that attained when they were first built and is, we believe, in the neighbourhood of about 0.44 lb. per h.p. hour.

Those who are inclined too, to think that the Diesel engine is something very new, and that there is a certain risk in employing such a novelty, may be interested in this fact, and Mr. Day remarked that, when he is asked whether this class of engine is reliable he can only point to units running to-day after over 30 years' service. He added that the answer to the question as to what is the life of a Diesel engine is that it will last until something better comes along, for such a prime mover with proper attention and replacements can continue to operate indefinitely and with unimpaired reliability and constant fuel consumption.

There is now no question that Diesel machinery will long outlive either reciprocating steam engines or steam turbines, in combination with boiler plant. It is a point which has to be considered in ordering ships, as it bears strongly on the question of depreciation.

New Type of Cargo Liners

16 To 17 Knots Speed

FOUR NEW SHIPS

ADVANTAGES OVER STEAM.

Last month orders were placed for four 16 to 17-knot 9,000 to 10,000-ton cargo liners, a passenger and cargo ship, a train ferry equipped with 4,000 h.p. machinery, a ferry to carry 1,200 passengers, an ice-breaker and a number of smaller vessels, all to be equipped with oil engines. There were no orders announced for any steamers, large or small, apart from a 1,000-ton collier and a dredger.

Although it would be too much to state that these contracts indicate a revival in shipbuilding, they at least show that prospects are now more satisfactory than they have been for the past year, and that the motor ship shows signs of being adopted in the future even more than it has been in the past. It is to be regretted that none of the orders were placed with British shipyards, nor by British shipowners, although inquiries for new tonnage are now circulating in this country.

We have become accustomed to what is normally called the high-speed cargo liner, usually representing a vessel of 14½ knots, but the four new cargo ships to which we refer (and which represent the first cargo liner tonnage to be laid down for a year) are to average 16½ knots at sea fully laden. Recalling that three 16-knot cargo liners are now approaching completion—one is described and illustrated elsewhere in these pages—it would appear that in the future we must anticipate the construction of large vessels of such speeds, even more than ships of 14½ knots to 16 knots. And for this class of tonnage there does not appear to be much question that the Diesel engine alone will come into consideration.

All of the newly ordered cargo liners are for owners who have hitherto gradually or rapidly increased the speed of their tonnage as new ships were demanded, and, presumably, this further raising of average sea speeds is effected because of the experience they have gained, and of their knowledge of the present and future demands of shippers. The new tonnage is, moreover, for service over various routes and is not confined to one particular trade.

It is desirable, in the present circumstances, to analyse this question of the fast cargo liner in comparison with the slower vessel. In the first place, the advantage lies with the former so far as obtaining freights are concerned, and other things being equal, the shipper would prefer the faster vessel. Where refrigerated produce is carried, speed is a big asset, and whilst the fuel bill is largely augmented,

other expenditure is scarcely increased.

If, therefore, the relative value of the fuel bill to the remaining costs of running a ship is diminished (as it is by the adoption of internal-combustion machinery, and particularly when it is possible to bunker at cheap oil ports) the fast cargo liner assumes a new aspect in comparison with a slower vessel. Hence a consideration of this problem should not be limited to the same factors as were brought under review, say, 5 or 10 years ago, when the relatively high-speed cargo ship was not so much in favour as it is now.

The fast motor cargo liner possesses another characteristic which causes this class of vessel to show in a favourable light. In comparison with a 12-knot ship, a 16-knot freighter will have twice as heavy a fuel bill. But that fuel bill is no more than is the expenditure on fuel in a steamer built five or six years ago. Hence, a shipowner can to-day build a motor ship of 16 knots to operate at the same cost as a five or six-year-old 12-knot steamer. This is a fact which does not seem fully realised and will have a very important bearing on freight rates in the near future.

The shipowner, moreover, may, if he wishes, run his 16-knot cargo liner at much reduced speed with little sacrifice of efficiency, for the fuel used per h.p.-hour on Diesel machinery operating at 50 per cent. of full load is only about 10 per cent. greater than at normal output. Hence, when conditions warrant, the fast vessel can be brought down to a level with older competitive ships, with a very marked reduction in the fuel bill, and in this respect the motor ship possesses a special advantage over the steamer (except the turbo-electric ship) in which the specific fuel consumption increases rapidly with a reduction in output.

The objection to the fast cargo liner that the capital expenditure is very high, does not apply with equal force at the present time, owing to the extremely low prices now quoted for ships and high-powered Diesel machinery. This, and the influence of the low fuel bill relative to other ships' operating expenses, may be illustrated by actual figures, comparing two 10,000-ton Diesel-engined cargo liners of equal dimensions, one for a service speed of 12 knots and another of approximately 16 knots.

The latter would use, say, 86 tons of oil per day, and the former 18 tons, so that the daily fuel bill as

(Continued at foot of next column.)



Weekly Sailings Transpacific

TO SAN FRANCISCO, LOS ANGELES & NEW YORK

TO SEATTLE and VICTORIA.

Fortnightly sailings on Tuesdays. Fortnightly sailings on Saturdays.
Pres. Hoover July 19 at Noon Pres. Madison July 23, 1 a.m.
Pres. Jackson Aug. 2 Pres. Cleveland Aug. 6
Pres. McKinley Aug. 16 Pres. Taft Aug. 20

ROUND TRIP FARES TO EUROPE & AMERICA.

Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing. Full particulars upon application.

Fortnightly via Suez to Europe & America

Fortnightly sailings on Sundays via Manila, Straits, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

8 a.m.	8 a.m.
Pres. Harrison July 24	Pres. Pierce Aug. 11
Pres. Hayes Aug. 7	Pres. Monroe Sept. 4

TO MANILA

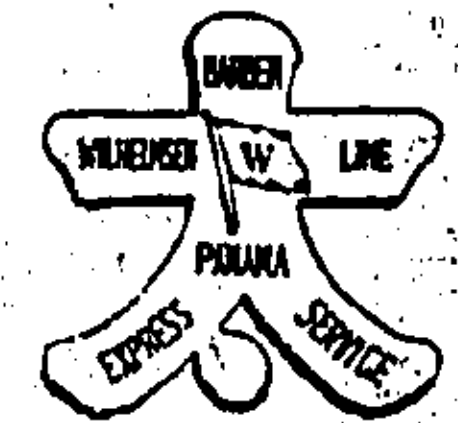
Next Sailing, Pres. Madison, July 16, 6 P.M.

Pres. Harrison July 24	Pres. Cleveland July 30
Pres. Jackson July 26	Pres. Hayes Aug. 7

CONNECTING WITH S.S. MAYON TO CEBU, ILOILO, ZAMBOANGA.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

CANTON BRANCH—No. 4, Shauke Street.



BARBER WILHELMSEN LINE

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via PANAMA.

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NEW YORK & BOSTON.

42 Days To New York.

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On Dredge

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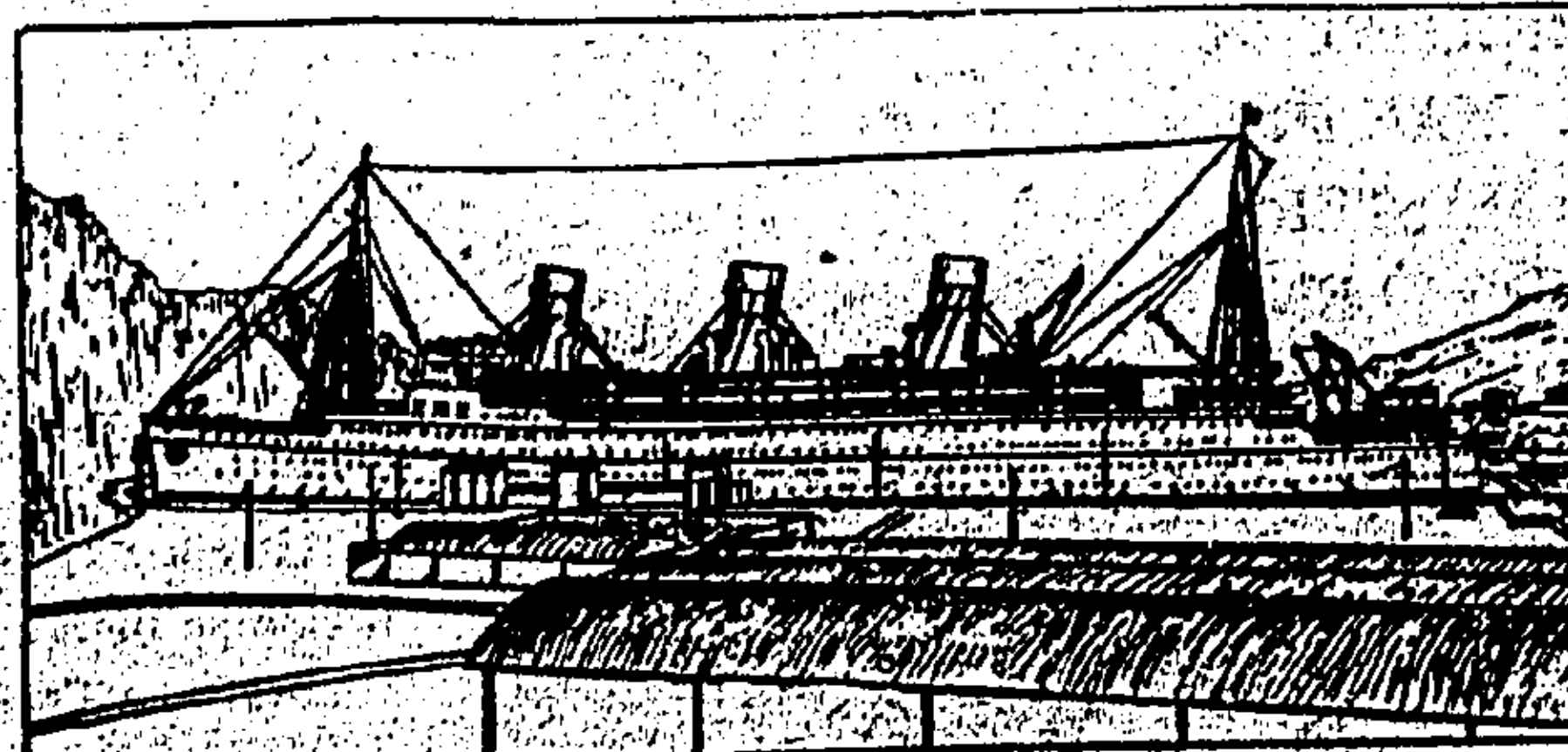
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T.S.S. "EMPEROR OF JAPAN"

In No. 1 Dock. Dimensions: 400' O.A. 150' B.P. 24' M. 24,000 tons Gross.

The Company possesses six Graving Docks and two Private Slipways.

The Graving Dock No. 1 Dock is 100' x 200' x 20' deep, L.W. D.S.T.

Salvage Tug "Henry Bowditch" 2000 LBS. Wireless Call Signal V.P.R.T. and Flag

Call Signal T.H.Q. Floating cranes of 100 tons

Crane Dredge 100 tons. 100' B.P. 24' M. 24,000 tons Gross

Western India, Pacific, and Atlantic.

Keels and superstructure for the "Empress of Japan"

100' B.P. 24' M. 24,000 tons Gross

Harbour

Call Signal

Engine

"T"

Refuel

make

"V"

Shipwright

"L"

suming an average price of 22 per ton, would be £24 extra on the faster liner, whilst the capital outlay involved would add, perhaps, £30,000 to the cost of the ship. These items appear favourable to the fast liner when the advantages of increasing the speed by four knots are borne in mind; for this means that the ship is able to carry about 35 1/8 per cent. more cargo per annum at any rate in normal times.

There is, we think, every indication that in the future a large proportion of the world's seaborne goods will be transported in fast cargo liners, with a consequent diminution in the importance of the tramp steamer, which already seems to have lost interest for foreign shipowners and is only supported by a limited extent in this country. Before committing themselves to further tonnage of this type, British shipowners must consider all the factors involved in the introduction of the all-steel fast cargo liner.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart when indicated by an asterisk (*), when they should be subtracted from the depths.

July 15 to 21, 1932.

Date	High Water	Low Water	Standard Ht.	Standard Ht.
	Time	Time	Feet	Feet
Fri. 15	06 24 5.5	—	—	—
Sat. 16	01 31 8.7	14 10 0.7	—	—
Sun. 17	07 18 7.1	04 52 2.2	—	—
Mon. 18	12 15 2.9	10 00 0.2	—	—
Tues. 19	08 50 7.9	01 29 0.5	—	—
Wed. 20	02 58 4.3	11 42 0.0	—	—
Thurs. 21	08 55 7.6	04 40 0.2	—	—
Fri. 22	03 22 4.3	11 23 0.4	—	—
Sat. 23	09 40 7.9	05 54 1.2	—	—
Sun. 24	05 00 6.2	06 06 1.1	—	—
Mon. 25	10 22 7.8	07 00 0.5	—	—
Tues. 26	06 23 4.5	04 37 1.2	—	—
Wed. 27	11 57 7.4	10 16 0.2	—	—

NOW HERE!! NOW HERE!!
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The China Mail.

EIGHTY-EIGHTH YEAR OF PUBLICATION

HONG KONG, FRIDAY, JULY 15, 1932.

THE GREAT CHINA TREASURE 光華珠寶玉石公司
IF You require JADE, JEWELLERY, DIAMONDS, PEARLS, CURIOS, IVORY, GOLD or SILVER WARE come to us, as we are the biggest dealers and our stocks are the best in Hong Kong.
A Trial is solicited.
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KING'S THEATRE

THE MOST COMFORTABLE AND THE ONLY
AIR-CONDITIONED THEATRE IN THE COLONY.
BOOKING AT THE THEATRE T. 25313.
LAST TWO DAYS.
AT 2.30, 5.10, 7.15 & 9.30 P.M.

Fandom's New Blonde Queen!



DANCERS IN THE DARK
A Paramount Picture
with MIRIAM HOPKINS
The adorable actress of "Dr. Jekyll and Mr. Hyde," in a role that makes you heart sing!

JACK OAKIE
WILLIAM COLLIER, J.
EUGENE PALLETTE

SUNDAY, 17TH
FEATURING
AUSTIN
TREVOR
RICHARD
COOPER
FRANCIS
LISTER



GREATER
AND BETTER
THAN "THE
HOUSE OF
THE
ARROW."

"AT THE VILLA ROSE"

MAJESTIC

TO-DAY & TO-MORROW AT 2.30, 5.20, 7.20 & 9.20 P.M.

He won by a laugh

Playing Cupid to a
lonely queen...dispers-
ing a war with bombs
of laughter



WILL ROGERS
AMBASSADOR
BILL

LEADERS PLAN WAR ON COMMUNISTS.

Important Meeting
In Canton.
WELCOME FOR MR. CHU.

[From Our Own Correspondent.]
Canton, To-day.

Mr. Chu Ching-lan, and two as-
sistants, arrived here on Thursday
aboard the s.s. Tai Shan, to discuss
with military and civil representa-
tives the terms of the Naval Settle-
ment and plans for a war of sup-
pression upon Communists in the
North River district. The Anti-
Civil War Alliance, too, took much
of their time and was considered
from every angle.

Mr. Chu was welcomed by mem-
bers of various commercial organisa-
tions, prominent merchants and
public servants. Among them were
Messrs. Kam Chung-wei, representa-
tive of Commander-in-Chief Lee
Chung-yan, Yuen Ming, representa-
tive of the North-eastern Lost Ter-
ritory Union, Wu Chung-tong, Wong
Wing-wan, Hung Siu-hong, mem-
bers of the City Commercial Coun-
cil, Tsai Cheong, manager of the
Sun Co. Ltd., and others, totalling
about 70 persons.

About 30 more prominent per-
sonages, civil and military, called on
the distinguished visitor at his
hotel. With these he discussed
matters relating to the welfare of
the state.

EUROPEAN CHARGED FOR SPEEDING.

(Continued from Page 1.)

About a quarter-of-a-mile down
the Shaikwan Road up to Ah
King's Slipway, defendant drove at
a speed of 85 miles an hour. He
crossed this road without giving a
warning with his horn, or decreas-
ing his speed, and proceeded up an
unnamed road, which leads to Fly
Dragon Terrace.

Followed Defendant.
"I followed defendant a little way
up the road," continued the Ser-
geant. "I stopped him and told him
that I considered that he was
driving very dangerously through
Shaikwan Road. The defendant
did not think so, and stated that
he could see both ways when cross-
ing the road. I asked him if he
would like to come back and I would
show him the exact spot that I
meant. I sat beside him and went
over the same ground."

Replying to his Worship, the Ser-
geant stated that there were very
few pedestrians about and there
were only two tramcars nearby.
The unnamed road was 15 feet wide
and joined the Shaikwan Road at
right angles.

Peak Obstruction.
Summoned for having caused an
obstruction with his car in Stubbs
Road outside the Peak Hotel
Annexe, on the night of June 28,
Mr. H. P. Bailey, of Repulse Bay
Hotel, pleaded guilty and was fined
\$5.

Sergeant Baystings stated there
was room for four more cars in the
park. Defendant's car was park-
ed for an hour.

ADMIRAL CHAN CHAK WANTS TO REST.

Announces Movement
Of Warships.

Admiral Chan Chak is anxious to
rest completely from the respon-
sibilities of politics. Interviewed
by a China Mail representative to-
day, he said he had not yet decided
whether he would go abroad with
Mr. Chan Hing-wan, to make cer-
tain industrial investigations.

Two of the Chinese gunboats now
in harbour will be used for convoy-
ing troops to Amoy, while the rest
of the eight vessels here will be
taken back to their home port by the
Canton Government.

The Fuk On and Hoi Sui, which
will go to Amoy, leave in a few
days, he said.

BUTCHER'S CRUELTY REWARDED.

Injured Dog Left
To Die.

PRISON FOR CURE.

London, June 12.
In Westminster Police Court re-
cently Francis Challis, 58, butch-
er's assistant, of Knightbridge,
was charged with permitting un-
necessary cruelty to his dog, a
terrier. The defendant was also
charged with having been drunk
and disorderly.

Mrs. Geraldine Lawler, of Port-
land Road, said she was walking in
the Park and saw a dog in the
carriage-way. She turned her
head, and a moment later saw the
poor animal helpless on the foot-
way. Several persons offered to
take it to a veterinary surgeon, but
the defendant, who was the worse
for drink, snatched the dog from
the arms of a lady who had picked
it up and walked away with it.
He took it to a shop in Raphael
Street, opened the door, and flung
the dog in, afterwards going to a
public-house.

Miss Ethel Collins, of Prompton
Road, said she saw the dog on the
footpath and asked defendant if it
had been run over. He told her
to mind her own business. She
picked it up, but defendant abused
her, snatched it from her, swung it
on its lead, and took it home.

Mr. Arthur Case, veterinary sur-
geon, said that the dog was dead
when he saw it, from internal
hemorrhage, through having been
run over.

The Magistrate said that the
result of defendant's behaviour
was that the dog suffered terrible
torture, sentenced him to eight
weeks' imprisonment with hard
labour, and ordered him to pay 22
costs. For being drunk and dis-
orderly he was fined 20s. and 10s.
6d. costs.

HEAVY SENTENCE FOR CHINESE.

Narcotics And Arms
In His Lodgings.
ENTERS GUILTY PLEA.

An unemployed Chinese, Ng Hoi
(24), was found guilty on two seri-
ous charges at the Kowloon Magis-
tracy to-day.

The police found three revolvers
and 354 rounds of ammunition in
the dwelling of the accused at 874,
Shanghai Street, Yaumati. Sixty
taels of prepared opium were dis-
covered in a box in the defendant's
room.

The Chinese explained that he
had obtained the opium and arms
in the country and had intended to
return there and sell them.

He pleaded guilty to both offences.
For possession of firearms and
ammunition without the proper
licence, he was fined \$1,000 or 6
months and on the opium charge,
Mr. Fraser gave him the maximum
sentence, \$5,000 fine, or in default,
12 months in jail.

SCOTS YOUTHS STRANDED.

Cycling Trip Ends
In Africa.

Glasgow, May 26.

A seaman on the Scottish ship
Alisa has brought news from
Oran, North Africa, of the
plight of two Dundee youths,
Charles Johnston, of Wellgrove
Place, and Ernest Cand, of Tay-
lor Streets, Loches.

The youths were unemployed,
and, saying they were going on a
cycling week-end, they actually
set out to win fortune in the
world beyond.

They left home on March 19
and cycled to a Channel port.
From there they sailed to Dun-
kirk, where their funds were hit
by the duty of 800 francs im-
posed on their cycles.

After working on several
French farms they made for
Italy, but were turned back at
the frontier, so they headed for
Marseilles.

Cycles Stolen.

At a town near Marseilles
their cycles were stolen, and they
had to walk on to the seaport.

There the British Consul was
unable to help them, so they
stowed away on a British boat.

Once aboard, the youths
found, too late, that the ship
was bound for Oran, North
Africa, and there they were
landed and stranded.

It is understood now that the
youths will come home as passen-
gers.

QUEEN'S THEATRE

TO-DAY & TO-MORROW at 2.30, 5.10, 7.15 & 9.20 p.m.

ONCE A GENTLEMAN!

THE SEASON'S SMARTEST
COMEDY.

A valet's vacation caused a quick separation
Of his heart and the rest of his frame;
He loved like a master,
Made a girl's heart beat faster,
His millions (?) gave fuel to the flame.



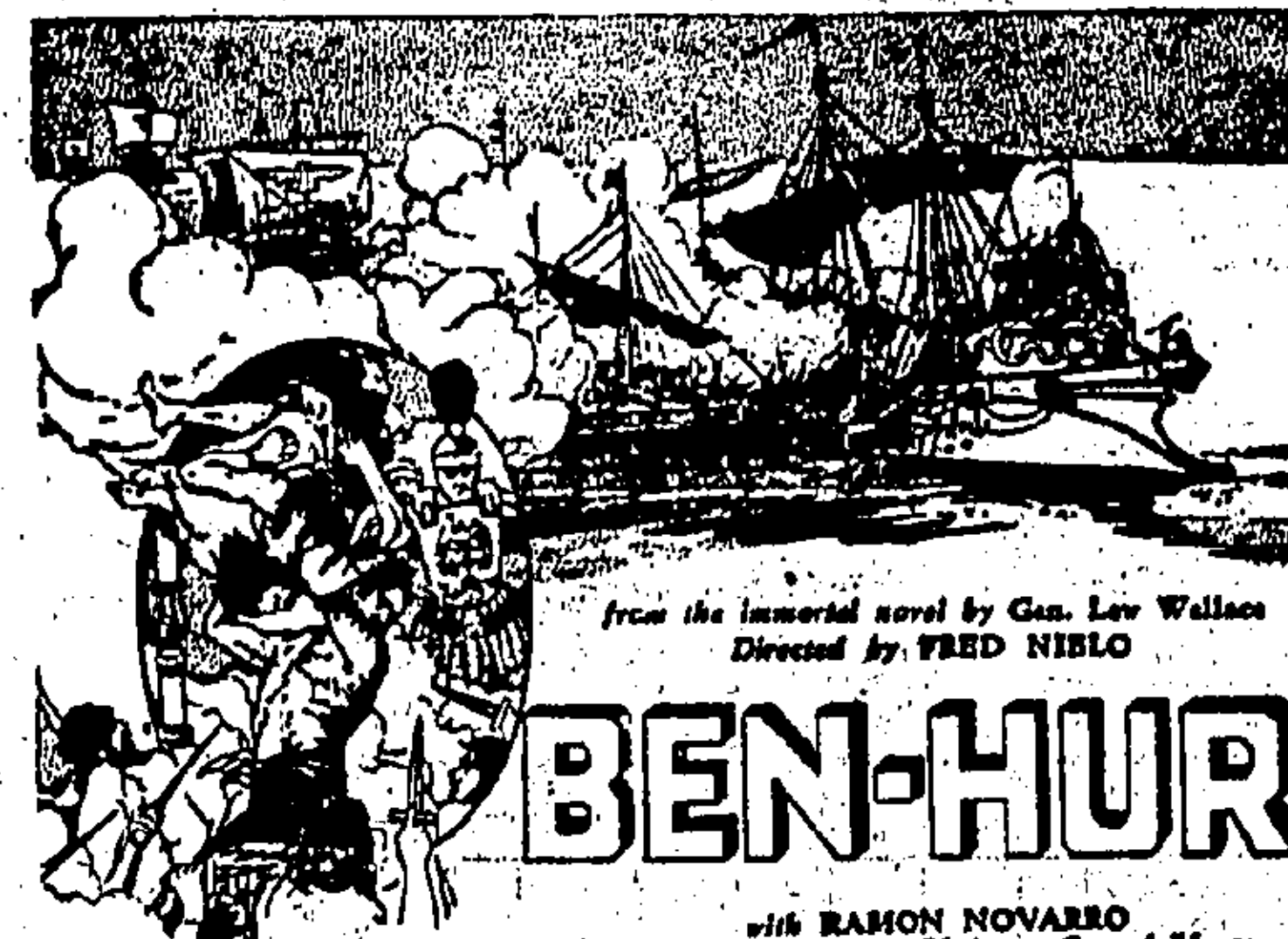
And LOIS WILSON
King BAGGOTT, Francis X. BUSHMAN
A
James CRUZE Production.

ADDED
ATTRACTION

UNIVERSAL
NEWSPAPER NEWS.

NEXT CHANGE

A MILLION THRILLS TO
THRILL MILLIONS!



from the immortal novel by Gen. Lew Wallace
Directed by FRED NIBLO
BEN-HUR
with RAMON NOVARO
Betty Bronson, May McAvoy, Carmel Myers
and Francis X. Bushman

TO-DAY & TO-MORROW AT 2.30, 5.20, 7.20 & 9.20 P.M.

Norma SHEARER

STRANGERS
MAY KISS

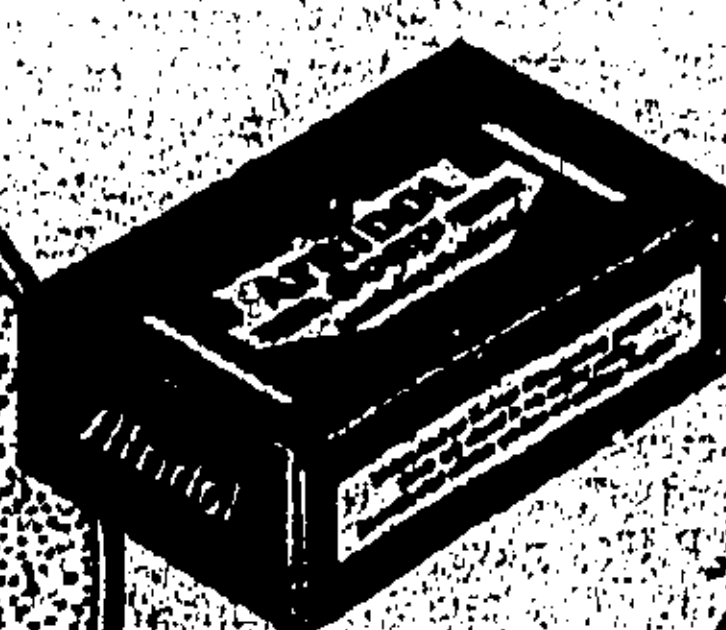
A Metro-Goldwyn-Mayer picture
with
ROBERT
MONTGOMERY
NEIL HAMILTON
A
George FITZMAURICE
production



TO-DAY & TO-MORROW AT 2.30, 5.15, 7.15 & 9.20 P.M.

WORLD
REDUCING

AN
M-G-M
Picture



Afridol Soap
SKIN DISEASES
Prickly Heat

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